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[1568]

THE 11TH YEAR LOAN.

ITS OPPOSITIONS AND SIR F. AGLEN.

We have published a copy of the Shanghai Bankers' Association's telegram to Sir Francis Aglen, Inspector General of Customs, protesting against the Eleventh Year Loan. The *N.Y. Daily News* says the following further telegrams on the same subject have been received, beginning with Sir Francis Aglen's answer to the protest mentioned above:

From Sir F. Aglen—Your telegram received. I have nothing to do with the issue of the \$10,000,000 loan or any other loan. It is the Government which issues Government loans. But as the security provided is satisfactory, I have undertaken the service of the loan and it will be conducted on the same lines as the service of the seventh year short term loan.

To Sir F. Aglen—We received your telegram stating that the security for the new loan is satisfactory. But you are requested to control the sinking funds of the existing debts such as the Consolidated Loans, etc., which drawings have been delayed. To assure the security of the new loan is in no way sufficient to uphold the credit. We hope that you will exercise great efforts to maintain the existing loans and to resist the Government pressure for the issue of the new loan.

Sir F. Aglen's 2nd telegram—Your second telegram received. The deferred portions of indemnity are part of total indemnity debt and when deferred period ends are subject to special arrangement and are not affected by existing enactments concerning national loans. Accordingly the deferred portion of Russian indemnity is at the disposal of the Government and in assigning it as security for 11th year bond issue, it is following precedent. That the Government, by maintaining in funds all special tariff conference can be convened in Peking is a matter of vital national interest and viewed in this light your opposition is both untimely and unwise. On its purely financial merits the loan is a first class investment and if it fails owing to political opposition credit will be seriously impaired.

POLITICAL INTEREST DENIED.

2nd telegram to Sir F. Aglen—Your second telegram received. Our opposition to the loan is not political. Moreover, we are exceedingly sorry for the national credit which has been impaired owing to delayed drawings of the old loans. We cannot understand how the Government could manage morally to issue a new loan while it is unable to meet its old obligations. We hope you will act with us by exercising your best efforts to make the old loans financially first class investments.

3rd telegram from Sir F. Aglen—Your third telegram received. I am doing my best to make the old loans the service of which is conducted by me, first class investments and, given time, I hope to succeed, as has already been accomplished, in the case of third and fourth year loans.

Final telegram to Sir F. Aglen—Your third telegram received with satisfaction. No doubt it will clear the atmosphere of suspicion which has recently been prevailing among the public. We shall wait patiently for future developments and trust that your words will soon become facts.

"BILLIONS."

TO-DAY'S NAZIMOVA PICTURE AT THE CORONET.

When Hongkong last saw Nazimova on the screen it was as a hungry little waif picked up from the streets that she appeared. In "Billions," the great picture which marks her reappearance at the Coronet to-day, she figures as one of the wealthiest women in the world.

"Billions" has been adapted from a celebrated French stage success and it has a typically French plot. Nazimova has the part of the Princess Triloff who becomes a widow when her husband is assassinated by Bolsheviks and inherits his vast estates. She loves a poet, whom she has never seen, because she loves his verses. The poet too falls heir to a fabulous fortune and the two meet at a fashionable winter resort in Southern California. There a plot has been set on foot by a snarling crook and his girl confederate to blackmail the poet-millionaire. The Princess overhears the conspiracy planned against the man she loves and risks her reputation in a daringly sensational scene to save the poet from scandal.

A pictorial setting lavish in the extreme serves as a fitting background for the brilliant performance by which Nazimova has carved for herself a still more prominent niche in filmdom's temple of fame.

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tramcar the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 43, Queen's Road, Central.

ADVZ.

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FOOCHOW CAPTURED.

PRO-SUN TROOPS IN POSSESSION

The *Chinese Commercial News* yesterday received from its correspondent at Shanghai a telegram reporting that the troops of Commander Hui Sung Chi captured Foochow on the afternoon of the 12th inst., and the Fokien Tachia, Li Hou Chi, had fled on board a Japanese gunboat. The city is quiet at present.

The *Tai Kweng Po* (the local organ of Sun Yat Sen's party) says:—

The troops of Hui Sung Chi (who was one of Dr. Sun's Generals with the abortive Expeditionary force) have been successful during the last few days and on the morning of the 12th inst. made a desperate attack on Foochow from the Huang Shan Bridge. They finally captured the City at noon and entered it from the Northern Gate. Li Hou Chi (the Tachia) is taking refuge in the Japanese Consulate and his soldiers are scattering all over the city. Over 2,000 have been captured. Since the 11th all shops have remained closed, their proprietors being afraid of looting by the defeated soldiers. The Consular Body held a meeting at the Japanese Consulate to discuss the protection of foreigners. Sailors from a Japanese gunboat, stationed in the Foochow harbour, have been ordered for duty on land.

A proclamation has been issued by Hui Sung Chi to pacify the population. Hui's troops when entering the city showed perfect discipline.

N.Y.K.'S NEW RAPID EXPRESS LINERS.

The N.Y.K.'s *Travel Bulletin* contains particulars of the new rapid express liners—*Yaguchi-maru* and *Shanghai-maru*—which are to run between Nagasaki and Shanghai, doing the journey in 28 hours. The steamers will have accommodation for 157 first-class and 200 third-class passengers.

These steamers are built under Lloyd's special survey and comply with all the latest Board of Trade requirements for passenger ships. The doors of the watertight compartments are operated from the navigating bridge, so that the Captain can have instantaneous control over their complete system. The vessels are driven by twin screws worked by single geared reduction turbines of the Parsons type, which reduce the vibration of the engine to a minimum, thereby ensuring the very great comfort of the passengers. There are ten Scotch boilers working at a pressure of 200 lbs. The steamers are thoroughly equipped with modern life-saving appliances. All life boats are worked by mechanical davits and motor winches. There is a set of emergency electric generators on the Boat Deck in addition to three powerful sets for ordinary use and can be used at any time to supply electric current for wireless telegraphy, lighting, pumping, etc.—a most powerful asset in the event of accident. Precautionary arrangements for fire prevention are perfect. There are a number of fire-proof bulkheads and doors dividing the whole living quarters into many smaller sections. Each section is fitted with fire extinguishing apparatus of the latest pattern.

In regard to wireless installation, sanitary arrangements, and other equipment, the ships are in no particular behind any of the newest Atlantic liners. Needless to say, the utmost attention and consideration will be given to the arrangement, construction and furnishing of the public rooms and the staterooms, so as to give passengers the maximum of comfort and convenience, the greatest satisfaction, and even luxury. All parts to be occupied by passengers are specially well ventilated, and lighted. Perfect taste has been displayed throughout in the matter of style and decoration. The steamers will carry two classes of passengers, namely, first and third classes. The first-class accommodation is amidships. The public rooms include a large dining saloon, a spacious social hall as well as a comfortable smoking room and a bar. The other features are a verandah café, and an inquiry office, and unusually ample space devoted to the recreation and exercise of passengers.

There are various kinds of state-rooms, including an en-suite set, single berth, double berth and four berth cabins, etc., with different passage rates, thus offering a wide choice of accommodation to passengers.

The rooms en-suite consist of a sitting-room, a bedroom and a dressing room. The fittings and furniture in these rooms are of the best artistic taste and design. All the staterooms are completely equipped and thoroughly fitted with the sole object of creating a domestic atmosphere and giving home-like comfort to the occupants.

A remarkable improvement will be introduced in the third-class accommodation. Every attention will be paid securing enlargement of space, efficient ventilation and lighting, and complete sanitary arrangements. Independent dining, smoking and bar rooms of European style will be provided in addition to a public room with matted floor, supplied with chess boards and other means of amusement à la Japonaise.

LONDON'S INCOMPARABLE FIRE BRIGADE.

Col. Eric Ball, chairman of the London Fire Brigade, arrived at Southampton recently after a visit to the New York Fire Brigade. For efficiency and smartness of turnout, he said, the New York Brigade cannot be compared with the London Brigade. He was much-impressed by the New York river boats, which are so necessary in a city with such a tremendous water frontage.

DAIRY FARM WATCHMAN MURDERED.

DASTARDLY CRIME AT POKFULUM.

A brutal murder was committed at the Dairy Farm, Pokfulum, sometime during Thursday night or early yesterday morning. A Chinese watchman was found bound and gagged and stabbed in the abdomen. The victim was not dead when discovered, but died shortly afterwards, despite the efforts of the European staff on the farm to save the man's life. The dying man was found lying on a heap of straw and paper, which suggested the impression that it was the intention of the murderers to burn the man's body, and thus cover up the traces of their heinous crime.

The discovery was made by one of the Shanghai foremen, yesterday morning. Mr. Davidson, the Dairy Farm's Veterinary Surgeon, and Mr. Deans, overseer, were summoned to the spot. The man's mouth had been gagged and his feet and hands were tied together. Mr. Deans hastened to inform the police, while Mr. Davidson set to work to prepare an improvised stretcher for the purpose of carrying the man to the main buildings of the Dairy Farm. At the farm the man was given a restorative and his wounds were examined. They were of such a terrible nature that it was considered inadvisable to attempt anything in the nature of a first aid dressing. One of the wounds was large and gaping, and the intestinal organs protruded through it. Before medical aid could be secured the man had died. He was practically conscious right up to the last and made several statements, which have been handed over to the Police. The murdered man in his dying statement said that whilst he was on night duty outside the pig paddock, which is about 500 yards from the European overseer's quarters, he was attacked by four or five Cantonese-speaking Chinese. He was stunned with a blow on the head from a blunt instrument. They then bound and gagged him and carried him into a corner of the paddock, where they placed him on the straw and paper. They then stabbed him three times and disappeared. The place where the attack took place is not far from the Matilda Hospital.

The murdered man has been in the employ of the Dairy Farm for about four years. He was considered to be a good servant. No cases of theft have ever been reported in his area.

Interviewed yesterday morning, Mr. Stevenson, Manager of the Dairy Farm, expressed the opinion that the murder was not due to the recent trouble on the Dairy Farm, when a number of Hoklos and Hakkas engaged in a free fight.

During the morning Assistant Superintendent of Police (Mr. Perdue) and a number of detectives visited the Farm.

CHINESE DETECTIVES SENT TO PRISON.

AN APPEAL AGAINST SENTENCE TO BE LODGED.

The case in which three Chinese detectives, one of whom is a Sergeant with nineteen years' service, are charged with having received "squeeze" money from a number of Chinese hawkers, was concluded yesterday morning at the Magistracy.

The Magistrate (Mr. Hamilton) sentenced the three men to three months' imprisonment with hard labour. Mr. E. Davidson, the defending solicitor, announced that he proposed to appeal against the sentence and asked the Magistrate to grant bail, whilst this was being arranged.

The Magistrate assented and fixed bail in the sum of \$250 for each defendant. Bonds of \$500 each, guaranteeing the appearance of the defendants, were also ordered by the Magistrate.

CANTONESE ARMY DAGGERS.

CHINESE FINED FOR POSSESSION.

A Chinese, from Yau-mati, dressed in European style, was yesterday morning fined \$25 by Mr. Hamilton, at the Magistracy, for the unlawful possession of a dagger. The weapon was similar to that used in the Cantonese Army and the sheath contained the Canton Government stamp. The man said the dagger was a souvenir and that it had been in his possession for about eight years.

Detective Sergeant Nell, who raided defendant's house, in search of a revolver, which he was supposed to have for sale, said he found the dagger in a basket. Regarding the man's respectability the police alleged that the man had dressed himself in European clothes specially to attend Court. When the raid was carried out the man was in very ordinary Chinese clothing.

Mr. Leo d'Almada (for the defendant): That is nothing to go by; I was in pyjamas early this morning.—(Laughter.)

INTIMATIONS

LAST WEEK!

LAST WEEK!!

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LAST WEEK!

LAST WEEK!!

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Draught moulded—18" to 19".
D. W. capacity on above draft—3 tons.
Speed—8½ knots.
Engines—Twin set "Kelvin" Motors, each 30 h.p.
Installed with Electric Light.

Price \$10,000 or near offer.

The Motorboat "KEIKUNG"
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Length overall—29.8/10".
Breadth—7.5/10".
Draught (approximate)—18".
Engine—"Kelvin" Paraffin Motor.
Price \$1,800 or near offer.

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[251]

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near Bowington Canal and containing approxi-
mately 5,000 square feet on each floor. To be
let to the end of the year. Apply Z, office of
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SPORT.

INTERPORT POLO.

MANILA V. HONGKONG.

THE PLAYERS AND THEIR FORM.

Yesterday afternoon, in connection with the forthcoming Interport Polo Match between Manila and Hongkong which is to be played on Wednesday next at Causeway Bay, the Interporters tried out the ponies and judging from the form shown, the Interport match should be a very close game.

Four players of the Manila team have already arrived in the Colony. They travelled by the s.s. *Ala Hara* and are accompanied by their wives. Lieut.-Col. Johnson, the Captain of the team, has not yet arrived, but is expected to do so Tuesday night, the day before the match. Col. Johnson, by the way, is Governor-General Wood's Chief of Staff. The Manila team are being supplied with polo ponies by the Hongkong Polo Club.

THE PLAYERS AND THEIR PONIES.

Of the Manila players Colonel Johnson is an old and experienced player and probably knows far more about the game than any other player who will be on the field. He is being mounted by Mr. Barry Smith and Mr. Fiddles Wilson and has three rattling good ponies in "Fauberg," "The Amer," and "King Harry." Col. Johnson will be playing back in the Interport match.

Probably the next best player in the Manila side is Major Howell, who will likely play No. 2. His near side "back hands" were particularly noticeable yesterday afternoon. He is being mounted by Messrs. Lyon, Cox and D. A. Deth, whose ponies, "Winter Light," "Fash" and "A Chestnut" are well up to Interport standard.

Mr. MacPherson is being mounted by Major-General Sir John Fowler and Messrs. Wynne and Davis. He will play at No. 1 for the Manila side. His ponies should carry his light weight well.

Mr. White will play No. 3. He is well mounted by Messrs. Musgrave, Moore and Esler on "Tonic Chong," and "Whistling Rufus." These ponies, although not quite up to Interport form compare very favourably with the ponies of the Hongkong No. 3.

Capt. Ball, who will play in place of Colonel Johnson in the Services match on Monday as No. 2 (Major Howell in this match will play No. 4), is the youngest player on the Manila side. His quiet and clever play is well remembered by those members of the Hongkong team who went to Manila in April last.

THE HONGKONG SIDE.

Hongkong will be represented by Mr. Dent at No. 1, playing his well-known pony "Carline" and Mr. Boyd's well-known ponies "Ringwood" and "After Dark." If Mr. Dent marks the opposing back closely he should prove a most useful addition to the Hongkong team. He has an exceptionally good eye for timing the ball travelling fast towards him.

Mr. Boyd will play No. 2 and will ride his ponies "Hurry Jane," "Springer" and "Devonport." The last named pony is probably one of the best China polo ponies ever seen. This little pony established the amazing record of playing in five chukkers in the recent Interport match between Hongkong and Shanghai. Mr. Boyd's biting and vigorous play is a valuable asset to the Hongkong side.

It is greatly to be regretted that Capt. Fisher is unable to play at No. 3 for Hongkong, owing to an injured shoulder. An excellent substitute has been found in the Polo Club Secretary, Mr. Bartholomew, whose game has rapidly improved in the last few months. Mr. Bartholomew, however, is unfortunately rather poorly mounted by Mr. Shaw's pony "Jock" and his own ponies "Sleepy" and "Windy."

Capt. Neville will play at No. 4 and is well mounted by "The Don," "Benjamin" and "Han River," the same three ponies as he played in the recent Hongkong-Shanghai Interport match.

It is a noticeable fact that no less than four of the best ponies on the ground were all schooled to polo by Major Timmis, who to the general regret of the Polo Club recently left Hongkong with his regiment. The ponies are "Carline," "Fash," "The Don," and "Springer."

THE TWO SIDES COMPARED.

Taking the opposing mounts, pony for pony, they are very evenly matched. As for player for player Manila has experience on their side, but the fact that the Hongkong players will be playing on their own ground and Manila players will be playing on strange ponies, which on the average are about nine inches lower than the ponies they are accustomed to, should even matters out and a splendid game should result.

THE SUBSIDIARY MATCHES.

The Services side for Monday is being chosen by Major-General Sir John Fowler, but it is likely that it will consist of Lieut. Davis, at No. 1; Lieut.-Commander Wynne, No. 2; General Fowler, No. 3; Lieut. Moore, No. 4. These should make a good side; particularly as Mr. Davis marks the opposing back better than anyone else who has played on the Hongkong ground recently. General Fowler's experienced play at No. 1 gives the team a good sound back ground.

The Civilian team, which is to face the Manila players next Saturday, will consist of Messrs. Cox, Lyon, Lyon-Brown, and Fiddles-Wilson. Well mounted, these players should put up an excellent game. Dr. Lyon-Brown, especially, has improved out of all recognition just lately, and if he learns to use his back-hand strokes he will undoubtedly be a candidate for the Interport team next year.

THE POLO GROUND ARRANGEMENTS.

The Club House and general arrangements for spectators have been greatly improved and every effort is being made to ensure that all those who go to witness the game shall get a comfortable seat and tea, which is being provided by Messrs. Wisemann, Ltd. at 50 cents per head.

THE SOCIAL ENTERTAINMENT.

Numerous engagements have been made for the social entertainment of the Manila team and dinners followed by dances are being given in their honour by His Excellency the Hon. Mr. Claud Severn, C.M.G. at Government House on the 15th, by Major-General Sir John Fowler, K.C.M.G., at Headquarters House on the 16th and by Mr. H. Birkett at Repulse Bay on the 21st. Mr. C. C. Boyd is entertaining the members of the Manila Club to dinner at East Point for the Gymkhana. A dance was given at the Peak Club for members of the Manila team last night. It is also hoped, in addition, that a golf match will be arranged between the members of the Manila team and the playing members of the Hongkong Polo Club.

FOOTBALL.

The following matches have been arranged to be played to-day:—

HONGKONG LEAGUE.

Division I, kick off at 4.30 p.m.:—
R.G.A. v. King's, Sookunpoo ground. Referee: Mr. A. Newton.
H.M.S. *Tamar* v. Hongkong Club, Navy "A" ground. Referee: Mr. F. Smith.
South China v. H.M.S. *Amethyst*, South China ground. Referee: Mr. W. E. Hollands.

A good game should be seen at Sookunpoo between the Military teams and a narrow victory for the King's is expected.

On the Navy "A" ground the *Tamar* receive the Club and a fast game should end in a win for the sailors.

South China are due to meet the *Amethyst* at Happy Valley and a keenly contested game should end in a draw.

H.K.F.C. v. H.M.S. "TAMAR."

The Hongkong Football Club will meet H.M.S. *Tamar* in a League match to-day on the Naval "A" ground, at 4.30 p.m. The teams will be as follows:—

H.K.F.C.—Rodger, Israel, Bishop, Mair, Stewart, McPhail (capt.), Purvis, Forsyth, Begg, Valentine and England.
H.M.S. *Tamar*—Bouth, Smith, Harry, Grant, Hudson and Bryant; Hill, Rontley, Burd, Oxland and Brazendale.

CRICKET.

INTERPORT TRIAL MATCH.

The following teams have been selected to play in an Interport Trial game at the Club ground, to-day, at 1.30 p.m. sharp:—
R. Hancock (capt.), T. E. Pearce, Capt. P. Havelock-Davies, G. R. Sayer, Capt. C. O. Oliver, E. B. Reed, A. L. Gace, Capt. R. de Fleming, A. E. Wood, E. G. Lammer, H. Owen Hughes and B. D. Evans.

Major Matthews (capt.), E. J. R. Mitchell, R. E. A. Webster, C. J. Stapleton, D. E. Donnelly, A. H. Burnjahn, L. J. Davies, F. J. de Rome, C. F. Alexander, Capt. Dods, Lieut. Bacon and N. M. Omar.

TENNIS ELBOW.

To all those who have studied the various strokes at lawn tennis it is obvious that the large "grip" of the racket is in most cases responsible for the tennis elbow. At the same time, the large "grip" is not altogether to blame. In my opinion it most arises from holding the racket far too tightly. The correct, as well as the scientific, manner of using the racket is to make the head of the racket do the work. The golf drive is to throw the head of the club at the ball and in like manner the racket can be held in quite an easy and light grip, until it is tightened just before hitting the ball. All who give this method a trial will not only find their strokes faster, but will obviate all chance of getting that most painful as well as annoying ailment—the tennis elbow, writes "Specialist" in the *Times*.

THE AMATEUR DRAMATIC CLUB'S PERFORMANCE.

A NOTEWORTHY SUCCESS.

"I'LL LEAVE IT TO YOU."

A LIGHT COMEDY IN THREE ACTS, BY NOEL COWARD.

Cast:—
Mrs. Dermott..... Mrs. W. Logan.
Oliver..... Mr. D. C. Logan.
Evangeline..... Mrs. A. G. Simpson.
Sylvia..... Mrs. E. Grossman.
Bobbie..... Mr. A. N. Lucy.
Joyce..... Miss Logan.
Daniel Davis..... Mr. M. S. Northcott.
Mrs. Crombie..... Mrs. B. W. Salter.
Faith Crombie..... Mrs. D. De B. Newman.
Griggs..... Mr. G. A. Musitano.

The action of the play takes place in Mulberry Manor, Mrs. Dermott's house, a few miles out of London. So long a time has elapsed since the Hongkong Amateur Dramatic Club last gave a public performance that many new arrivals probably had no idea that the Colony possessed amateur dramatic talent of such high order. The abiding impression, after Thursday night's opening performance, is that the general level of achievement was surprisingly high. One has seen professional touring companies in Hongkong, containing one, or perhaps two, competent actors, accompanied by as tedious a collection of mediocrities as ever walked the boards, case-hardened performers of small parts who have long since lost their illusions and enthusiasms. As someone said, in the expressive slang of the Army, "there was not a single 'dud' amongst the A.D.C. Company." It greatly increased the enjoyment of the auditor not to be obliged to make allowances whilst bad actors were on the stage and look forward to their early exit. In many amateur performances this is the audience's share of the evening's trials.

It hardly seems necessary to give the plot of the piece; those who saw it will not need a synopsis and those whose visit is still a pleasure in store will naturally not wish to know the story beforehand. One could have wished that the Company had applied its talents, and the many rehearsals that must have been necessary, to an even better play, though "I'll leave it to you" is by no means an inferior one. Still, there are English dramatists who write clever dialogue; if the Club thinks "I.B.S." too strong meat for Hongkong, would not Arnold Bennett fill the bill? Just to indicate the principal thrust of Mr. Coward's story, let it be said that it introduces the old stage device of the rich uncle's new turn ("new" as far as the story is concerned) in that the annunciations of his early demise (on the strength of medical prophecy) and declares that he will leave his entire fortune to that one of his pieces and nephews who makes the greatest success in life. This spurs a group of young people to develop each of them, the ten talents and they all "make good" within eighteen months. Uncle then declares that his early death is "off" and that his wealth is non-existent and he takes credit for having applied the spur to his young friends' undeveloped talents, since he had no other help to give them when their father died and left them penniless. After the first disappointment at the disappearance of the fortune the young folks made friends, again, with uncle, after a period of strained relationships, and the author, unwilling that his audience should suffer pain at the loss of a stage fortune, drops a hint at the end that there is a profitable gold mine in the South American background, after all.

The principal part—that of the "rich" uncle—was taken by Mr. Mowbray S. Northcott. It is one that keeps the actor on the stage for the greater part of the evening and Mr. Northcott, as one of the senior residents in the Colony, deserves that special acknowledgement be made of his pluck in undertaking such a heavy piece of work. It is no secret that, without Mr. Northcott's help, the Club would have been in a great difficulty about giving the piece at all. Mr. Northcott's interpretation of the part was inimitable; it just suited his jovial and humorous temperament and his natural and easy stage manner and presence probably did much to inspire confidence in the rest of the company and so helped a great deal to ensure the success of the play.

No other part in the piece was of such importance, but three stood out above the others. They were: Mrs. Dermott (Mrs. W. Logan), Sylvia (Mrs. E. Grossman) and Bobbie (Mr. A. N. Lucy). Mrs. Logan had to present the character of a rather feeble, tearful, illogical woman, one quite unfit to direct, unaided, a number of headstrong, modern children who are far beyond her in intellectual equipment. Mrs. Logan played this part very cleverly; tears and laughter rapidly alternated and she made the most of very play which emphasized the part very effectively. Mrs. E. Grossman's part was an important one because she was the leading spirit amongst the young people. Early in the evening she showed distinctive skill and certainly maintained it all through until, in the last act, she gave the rest of the family "a piece of her mind" and breaks into tears, which she did most convincingly. Mrs. Grossman's enunciation was excellent and her acting a highly finished piece of work. Her stage presence, too, was admirable. Mr. A. N. Lucy, as Bobbie, successfully passed the crucial test—ability to make love convincingly on the stage. He managed to lose himself thoroughly in the part and in that respect was more successful than Mr. D. C. Logan who seemed a little stiff. (Continued at foot of next column.)

CHARGE AGAINST A DOCTOR WITHDRAWN.

ON HIS EXPRESSING REGRET.

Yesterday was the date fixed for hearing a charge against Dr. W. T. Cheung, a medical graduate of Hongkong University, of making a false statement to the Registrar of Births and Deaths in respect of the death of a Chinese. The parties were three-quarters of an hour late in coming into Court, however, and when the Magistrate (Mr. E. W. Hamilton) took his seat,

The Crown Solicitor said he understood that Mr. Brutton would make a statement.

Mr. Brutton: The facts are these, that we understand that if Dr. Cheung makes a certain statement, these proceedings will be withdrawn. If that is so, I am quite prepared to make a statement on his behalf.

The Crown Solicitor: That is so, your Worship.

Mr. Brutton: The statement is this: that Dr. Cheung admits having acted, in this matter, without due care, and expresses his regret at having given his certificate without having made sufficient enquiry into the case, especially as it turned out to be an infectious one. Dr. Cheung is a graduate of Hongkong University and, as such, he realises the responsibility that rests on him to uphold the name of the University of which he is a graduate and to maintain the high reputation of Western medicine among Chinese medical practitioners in this Colony. Having made this statement on his behalf, I ask your Worship that, on the application of the Crown Solicitor, these proceedings be withdrawn.

The Crown Solicitor: In view of that statement, I do ask that the summons be withdrawn, but, in making that application, I wish to make this remark, that, of course, the Registrar of Deaths must rely, very largely—almost entirely—on medical practitioners and if there is any failure on the part of the medical practitioner to discharge the responsibility it leads to an almost impossible position. Certain certificates are accepted, but it is of the utmost importance that there should be no failure to discharge the responsibility by the person giving the certificate; that is to say, by the medical practitioner. There has been this expression of regret; I therefore ask your Worship that the complaint be withdrawn.

The Magistrate: In view of these statements, I have no objection to the summons being withdrawn, but I should like, as Magistrate, to associate myself entirely with the remarks of the Crown Solicitor with reference to the duties and responsibilities of a doctor. It seems to me that, in view of the respect in which the profession is held, there is a responsibility upon the doctor to take care, in every case. One hopes that will always be remembered. The summons is allowed to be withdrawn.

more particularly in the first act. Miss Logan, as Joyce "the flapper," was distinctly clever and a neat and stylish little actress. Mrs. A. Grant Simpson was quite efficient in a somewhat less important part.

The play contains an unpleasant character—a match-making mother—whom Mrs. B. W. Salter made a little too much the "villainess." The rather harsh and glaring contrasts of her costume colour scheme tended, also, towards over-emphasis and could be modified in future performances with advantage. This was perhaps the producer's only mistake. Mrs. D. de B. Newcomb has a good stage presence and one could have wished for her a part that was not quite so colourless and unreal. Mr. G. A. Musitano had an excellent make-up and made the most of the part of Griggs the butler, a retainer of the old-fashioned sort.

Special mention must be made of the setting. The moment the curtain went up, the artistic representation of an apartment in a country house, thoroughly in keeping in every way, conveyed an excellent first impression. One does not wish to "rub it in" too much, but it must be said that such entirely satisfactory settings are rarely provided by professional companies. All three acts of the play take place in the same apartment but a good deal of variation is ingeniously introduced after the first act, when everything suggests a cold winter's day in England—and the subsequent acts in which summer time is indicated by flowers, floral decorations in the fire place, and so on, instead of heavily curtained windows and a fire in the grate. Mr. W. A. Cornell, who was responsible for the scenery, certainly was most successful.

Acknowledgment is specially due to Mr. W. Sinclair, who produced the play and to whose clever direction, during weeks of preparation, the admirable "team work" of the Company, and the success of the performance as a whole is largely due. Mr. J. E. A. Bullock was stage manager, Mr. J. L. Parren was prompter and Mr. Musitano was responsible for properties. Mr. R. A. Stirling was in charge of the lighting. Messrs. Lane, Crawford & Co. supplied the furnishings.

A Victrola was operated during the intervals but proved hardly adequate for such a large building. Mr. B. Stock, who has done excellent publicity work for the Club, notified, however, that to-night, and at the performances next week, Mrs. Harry Woods has consented to play selections before the rise of the curtain and during the intervals.

NEW BATH ROBES, DRESSING GOWNS, ETC.



BATH ROBES

SUPERIOR QUALITY TURKISH TOWELLING BATH ROBES IN PINK, BLUE, AND HELIO, WITH CONTRASTING COLLAR AND CUFFS.

15.00 to 25.00

DRESSING GOWNS

EXCEPTIONALLY SMART "JAEGER" DRESSING GOWNS, LIGHT IN WEIGHT, COSY TO WEAR, ALL SIZES.

30.00 to 60.00

LUVISCA PYJAMAS

IN SMART BOLD PATTERNS, HAS THE APPEARANCE OF SILK YET WILL RETAIN ITS COLOUR AND WEAR LONGER THAN ANY SILK YET MADE.

16.50 SUIT.

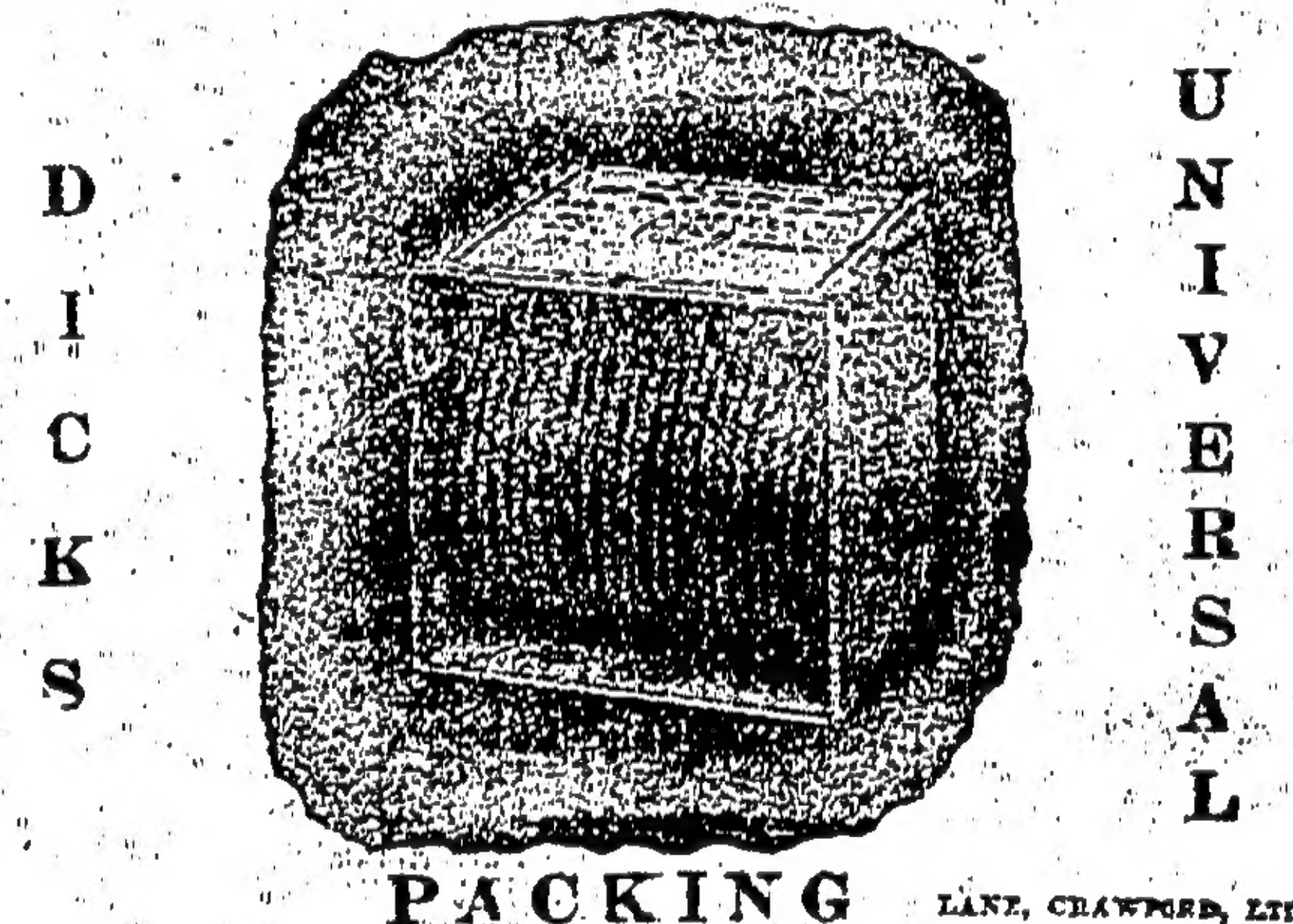
VIYELLA, CLYDELLA and AZA PYJAMAS,

THE THREE FLANNELS THAT WILL NOT SHRINK. THESE MAY BE HAD IN PLAIN COLOURS OR SMART BLOCK STRIPES.

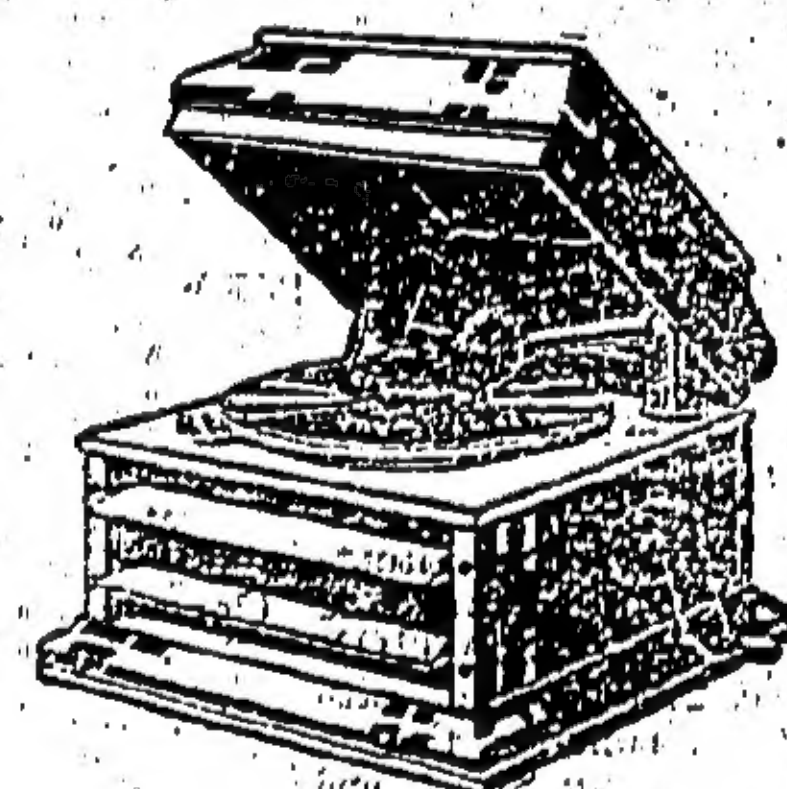
11.50 to 14.50 SUIT.

BEDROOM SLIPPERS IN LEATHER AND FELT.

LANE, CRAWFORD, LTD.



COLUMBIA GRAFONOLAS



PRICES FROM \$60.00.

ANDERSON'S.

(OFFICE: CITY HALL)

Powell & Co. Ltd.
TELEPHONE C. 3146.

GENTLEMEN'S
HIGH-CLASS TAILORS
AND BREECHES MAKERS.

Specialists in all kinds of Sporting Garments.

A Smart Selection of CASHMERE, SERGE, SAXONIES, SCOTCH HOMETEX and DONEGAL TWEEDS in many exclusive designs and colourings.

NEW ADVERTISEMENTS

HONGKONG POLO CLUB.
The Inter-Port Match.
HONGKONG & MANILA
will take place at CAUSEWAY BAY
on WEDNESDAY, 18th OCTOBER,
at 4.30 P.M.
Seating accommodation for the Public will be
provided.
BY ORDER: [1617]

THE BRITISH LEGION.
ARMISTICE NIGHT DANCE.
A DANCE will be held by the British
Legion on NOVEMBER 11th, 1922
(Armistice Night), at the CITY HALL.
Members and their friends can obtain
tickets (\$4 each) from the undersigned, who
have kindly consented to assist.

Mrs. SHENTON, Lt.-Com. W.S.L.
138, The Peak. Giltchrist, R.N.
W. E. ALDERSON, A. G. LAMMERS,
Hongkong Hotel. Queen's Building.
Lieut. C. P. Moore,
Murray Barracks.

The surplus proceeds will be handed over to
the British Legion Relief Fund.
H. K. HOLMES,
Hon. Secretary.

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUS-
TRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS
& LONDON.

Through Bills of Lading issued for Batavia,
Perak, Galt, Continental, America,
and South African Ports.

THE Steamship "SICILIA," Captain
K. Jenkins, carrying his Majesty's
Mail will be despatched from this Port
on or about WEDNESDAY, 18th OCTOBER,
1922, at Noon, taking Passengers and Cargo
for the above Ports.

Silk and Valuables and Tea for Italy, France
and London (under arrangement) will be trans-
shipped at Bombay into the Mail Steamer pro-
ceeding direct to Marseilles and London.
Parcels will be received at this Office until
Noon, the day before sailing. The contents
and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE
& CO., Agents.
[1618]

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA MEETING
will be held (weather permitting) at
HAPPY VALLEY on SATURDAY, OCTOBER
14th, commencing 3.15 P.M.
The Charge for admission will be \$100 for
other than Members of the Hongkong Jockey
Club.
The Stewards invite the Ladies of Hongkong
to be present.
[1587]

PARTICULARS

VALUABLE LEASEHOLD PROPERTY
Situated
No. 12, WING HING STREET,
VICTORIA, HONGKONG.
To be Sold by Order of the Mortgagee

PUBLIC AUCTION,

IN ONE LOT
ON
MONDAY,
The 23rd Day of Oct., 1922, at 3 o'clock P.M.
By
Messrs. LAMBERT BROTHERS
At Their Office, DUNDRELL STREET.

THE Property consists of First ALL
THAT piece or parcel of ground situate
at Victoria in the Colony of Hongkong and
registered in the Land Office as SECTION
A of INLAND LOT No. 2166 together with
the messuages erections or buildings thereon
now known as No. 13, Wing Hing Street and
being a weaving lane. All of which premises
are held for the residue of the term of 75 years
from the 15th day of May, 1916, created by the
Crown Lease thereof together with the
valuable machinery now situate in or upon the
said premises and at No. 1 Gordon Street.
Particulars and Conditions of sale may be
obtained from

Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Voeux Road Central,
and
Messrs. LAMBERT BROTHERS,
Auctioneers.
[1287]

THE CORONET.

TO-NIGHT TUESDAY.

NAZIMOVA

IN

BILLIONS.

KOWLOON THEATRE.

PAT O'MALLEY

SHERRY

INTIMATIONS

NOTICE.

SAMUEL WARREN, LTD.
Crucible Steel Manufacturers, Sheffield,
Steel Works, Sheffield, England.
(Contractors to the British and Allied
Governments)

(ON ADMIRALTY LIST)
WE have pleasure in announcing that we
have been appointed Sole Agents for
China for the above firm, manufacturers of
various kinds of first-class steel, whose registered
Trade Mark is "TANK BRAND." Catalogues
and price lists, shortly due, will be issued on
application, also samples of the various kinds
of steel will be on view in our office, No. 8,
Museum Road.

BOWEN & CO.,
S. Museum Road, Shanghai.
Sole Agents for China.
SAMUEL WARREN, LTD.
Sheffield, England. [1605]

NOTICE.

MADAME LILY is expected to return
to the Colony from Paris on 13th
OCTOBER, by S.S. "Porthos," and will bring
with her a splendid range of Paris models in
frocks and millinery, and a large variety of
winter goods.

She will be accompanied by a new French
dressmaker, who, MADAME LILY is sure, will
assist in maintaining her high reputation for
excellence of work, quality and design.

MADAME LILY.

The Paris Shop of Hongkong.
Alexandra Building.
[1583]

NATIONAL 7% SHORT TERM BOND
ISSUE OF 1917 YEAR OF THE
CHINESE REPUBLIC (1922)
\$10,000,000.

SUBSCRIBERS to the above Loan are
hereby notified that the Underwritten has
been entrusted by the Chinese Government
with the Service of the Loan and that it will
be conducted in all respects on the same lines
as the Service of the 7th Year Short Term
Bond Issue of 1918.

For Prospects containing terms of issue,
interest, and redemption payments, see an-
nouncement made by the Bureau of National
Deans, Ministry of Finance.

F. A. AGLEN,
Inspector General of Customs.
Inspectorate General of Customs.
26th September, 1922. [1603]

6% FRENCH GOVERNMENT LOAN 1922.

PRICE OF ISSUE: Fms. 497.50.
(Payable in cash exclusively).

FREE OF TAXES.

NO PRIZES.

NOMINAL VALUE: Fms. 500,000.

Reimbursable at holder's option, as follows:—
On the 25th of September, 1923 for Fms. 500.00.
On the 25th of September, 1927 for Fms. 507.50.

Subscription list will be closed on the 17th
NOVEMBER, 1922.

Applications will be received by—
THE BANQUE DE L'INDO-CHINE.
Princes Building, Chater Road.
V. MANKOT,
Manager.
Hongkong, 11th October, 1922. [1610]

G. & R.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by Public Auction,
on
TUESDAY, WEDNESDAY & THURSDAY,
the 17th, 18th and 19th October, 1922,
at H.M. NAVAL YARD, Hongkong,
and at Kowloon NAVAL DEPOT.

Commencing each day at 9.30 a.m.
with an interval from 12 Noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,
etc., etc., etc.

Comprising:—Life Boats, Dingies, Whalers,
Oars, Cells and Electrical Fittings, Electric
Cable, Cooking Stoves, Ship's Fittings, Iron
Beds, Mattresses and Fittings, Steel Tanks,
Life Boats, Carpets, Buns, Mats, Table Covers,
Blankets, Canvas and Leather Hoses, Old
Cordage, Canvas Bags, Old India Rubber, Old
Leather, Old Woollen Rags, Old Asbestos, Old
Cork, Old Iron and Steel, Old Brass, Copper,
Lead and Gun Metal, Coal Sacks, Iron, Wood
and Gun Metal Blocks, Lamps, Gauges, Steel
Tubes, Steel Wire Ropes, Oil Chains, Cable,
Drilling and Grinding Machines, Primaries and
Cutter Engines, Tables, Chairs, Stools, Bin-
acles, Compasses, Clocks, Sinkers, Davits,
Iron Drums, Wooden Casks, Cable Drums,
Fold up Lavatories, Old Packing Cases, etc.,
etc.

A quantity of Structural Steel Work, comprising
Stanchions, Beams, Struts, etc., and sundry
other Steel Work, Rain Water Pipes, Gutters,
etc.

Lots may be inspected on Monday, the 16th
October, 1922.

SALE OF OLD AND SURPLUS VIC-
TUALLING STORES AT KOWLOON on
FRIDAY, 20th October, comprising:—

Corned Beef, Condensed Provisions for
poultry or pigs food, Remnants Serge, etc.,
Swimming Belts and Covers, Razors, Mess
Gear, etc.

Terms of Sale:—As detailed in Catalogue.
HUGHES & ROUGH,
Appointment Auctioneers to the
Admiralty.

Hongkong, 30th September, 1922. [1556]

FOR SALE.

LAND, approximately 7,000 square feet on
waterfront at Swatow with modern 2
storey brick and concrete building suitable for
office and godown.
Further details apply.
[158] **W. G. HUMPHREYS & Co.**

INTIMATIONS

BRITISH MUNICIPAL COUNCIL.
CHINKIANG.
MEDICAL OFFICER.

THE POST OF MEDICAL OFFICER in
the port of CHINKIANG, CHINA, is
shortly falling vacant. Enquiries should be
addressed to the Secretary, BRITISH MUNICIPAL
Council, Chinkiang. [1614]

NOTICE.

TAKE NOTICE that on the 7th INSTANT,
Mr. P. M. PINGUET came to the
Manager of LEPAGE CO., LTD.,
Dated this 11th Day of October, 1922.
CHONG KIT SANG,
For LEPAGE CO., LTD.
P. M. PINGUET.

[1612]

NOTICE TO CONSIGNEES.

The Steamship "TRIESTE."
FROM TRIESTE, VENICE, BRINDISI,
PORT SAID, ADEN, COLOMBO,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby inform-
ed that all Goods are being landed at
their risk into the Godowns of the Hongkong &
Kowloon Wharf and Godown Co., Ltd., at Kow-
loon, whence and/or from the wharves delivery
may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 11th inst.
No claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 17th inst. will
be subject to sale.
All Claims against the Steamer must be
presented to the Underwriter on or before
the 27th inst., or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 17th inst., at 10 a.m.
No Fire Insurance had been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LTD.
Agents.
[1608]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer
"YANGTSE"

are hereby notified that the Cargo will be dis-
charged into Holt's Wharf, Kowloon, where it
will be at Consignee's risk and subject to
terms and conditions of storage at Holt's
wharf. The Cargo will be ready for delivery
from Godown on and after 11th October.
Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to
be left in the Godowns, where they will be
examined on any Tuesdays and Fridays between
the hours of 10.45 A.M. and Noon within the free
storage period.
No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 17th Oct. will
be subject to sale.
All Claims against the Steamer must be
presented to the Underwriter on or before the
31st Oct., or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 11th October, 1922. [1609]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

The Steamship "BENARTY."

CONSIGNEES of Cargo are hereby inform-
ed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Ltd., whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th inst. will be subject
to sale.

All Claims against the Steamer must be
presented to the Underwriter on or before the
23rd inst., or they will not be recognised.

All broken, chafed and damaged Goods are
to be left in the Godowns where they will be
examined on the 16th inst., at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.
Agents.

Hongkong, 10th October, 1922. [1604]

J. B. LAL.

THE ABLE INDIAN PHYSICIAN
FROM SINGAPORE.

is now ready to receive anyone who wishes to
consult him on the following diseases, viz.,
Cold, Catarrh, Headache, Hemorrhoids, Earspain,
Giddiness, Toothache, Running of the Nose,
Neuralgia, etc., etc., and

GUARANTEES TO CURE

the above diseases in less than
TWO MINUTES.

I can cure all kinds of Eye diseases as well
as other sicknesses and guarantee to cure
radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be
paid to any person who is able to cure the
above mentioned diseases within 2 minutes,
providing he does not make use of any
medicine.

The medicine is my own preparation.

Consulting charge ... \$3.00
Visiting Fee ... 5.00
Consulting hours 9 a.m. to 12 Noon,
3 p.m. to 6 p.m.

J. B. LAL.

at KING EDWARD HOTEL,
Room No. 43. [1635]

INTIMATION

WATSON'S

"E"

is a genuine Pre-war

WHISKY

at least 8 Years old.

it is rich, mellow, of

fine flavour and aroma,

which only genuine age,

skilful blending and high

quality can ensure.

A. S. WATSON &

ICO. LTD.

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

Hongkong Office: 104, Des Voeux Rd., C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

Hongkong, October 14th, 1922.

THE TELEPHONE QUESTION.

The resolution on the Telephone question
passed by the Legislative Council on
Thursday definitely denies to the China
and Japan Telephone Co. the right to
impose on the telephone subscribers of
the Colony the staggering increase in the
rates of subscription which the Company,
with the Government's consent, an-
nounced to its subscribers a few months
ago. In the words of the resolution, no
new agreement will be entered upon
between the Company and the Govern-
ment unless the Company is prepared to
accept the rates specified in the resolu-
tion. For this result the community is
indebted to the joint Committee of the
two Chambers of Commerce, and espe-
cially to the Hon. Mr. A. R. Lowe who
has devoted a great deal of time and
attention to the examination of the
Company's case for the terms it has
been demanding from the Government.

Although the COLONIAL SECRETARY moved
the resolution and made an excel-
lent speech in support of it, there is
not the least doubt in our minds,
until the Committee of which the
Hon. Mr. Lowe was Chairman got to
work on the case, the Government had
quite made up its mind that there was
no escape from the terms the Company
demanded. They had had the Company's
application under consideration for a
very long time; a Committee appointed
by the Government had inquired into
the matter; expert opinion had been
obtained, and according to a statement
made in the Legislative Council in the
early part of June, the Government
considered it was then in a position
to come to a definite decision as to what
were fair terms to offer. It is clear,
however, from the history of the negotia-
tions given by the COLONIAL SECRETARY
that the Government was extremely

reluctant to agree to the terms the
Company represented as their minimum.
but it is equally clear that the Government
did reach the conclusion that there was no
way of escape from terms practically
identical with those which the Company
have been demanding. But in order to
show that the Government had not bound
itself to the Company in the matter of
the agreement, the COLONIAL SECRETARY
in his speech mentioned that when the
joint Chambers of Commerce began to
consider the matter, not even a draft
agreement was in existence. If that is so
the reply given in the Council to a
question put a month earlier by the Hon.
Mr. Lowe would seem to have been a
little unfortunate. The COLONIAL SEC-
RETARY then said: "The Draft Agreement
containing the Government's proposals
has not yet been placed before the
Company. There have, however, been
informal discussions regarding it, and
the Company has been permitted to
advertise the rates proposed under it, on
the understanding that the rates will not
come into force until the agreement is
signed. The agreement when signed will
be laid upon the table of this Council."

What useful purpose would have been
served by laying the agreement on the
table of the Council after it had been
signed we do not know. Mr. PARKER NESS
evidently failed to achieve his purpose
through his impatience. Had he not
pressed for the immediate publication of
the rates, it looks as if the general public
would have known of these rates only
after the agreement had been signed and
laid on the table of the Council. This
is precisely what has happened at
Calcutta where the public are now
indignantly protesting, but seemingly in
vain, against the new rates. In Hong-
kong, happily, the prior publication of
the rates, led to an investigation by a
committee other than that which had
previously advised the Government, and
the result has been the Government's
conversion, and a very complete con-
version it is, too, for the COLONIAL
SECRETARY proposed in Council the
resolution which definitely refuses to the
Company the terms which the official
statement made in Council on June 8th
last showed that the Government, how-
ever reluctant it may have been, was
prepared to concede. It was only when
the Government, responding to a sugges-
tion made by the Hon. Mr. CHOW SHOU
SOKE, consented to an investigation of
the subject by the joint Chambers of
Commerce before any agreement was
signed, that the statistics furnished by
the Company and the experts came to
be examined in their proper light, and
for this the community owes a great
debt of gratitude to the members of that
Committee and especially to the Hon. Mr.
A. R. Lowe, its Chairman, who brought to
bear on the data furnished the analytical
skill of an experienced chartered
accountant and set forth the results of
his analysis in a manner which clearly
revealed the unreasonable, the grasp-
ing, character of the Company's de-
mands, and convinced the Government
that the schedule of rates suggested by
the Committee should constitute the
maximum concession. That is now the
Government's ultimatum to the Company
—no new agreement unless these rates
are accepted—and we cannot imagine
that the Company will come to the con-
clusion that their interests will be served
by rejecting them.

We understand that Mr. P. H. Holyoke
is returning to the Colony early in
January.

The British Legion announce a dance
at the City Hall on Armistice Night,
November 11th.

At the invitation of the Chinese Public
Dispensaries Committee, Mrs. E. R.
Hallifax, will open the Tsan Yak Hos-
pital, near the Sailors' Home, Saiying-
poo, next Tuesday afternoon.

A girl, sixteen years of age, was badly
scalded at No. 9, High Street on Thurs-
day. The child upset a bowl of boiling
soup over herself in endeavouring to place
the bowl on a shelf, which was just a little
beyond her reach.

Cheng Tsun, the master of an electric
supply shop, at No. 43, Wellington Street,
has reported to the police, that a man
named Tong Shing, obtained from him
by means of a forged chop 1,500 electric
bills, valued at \$105. The forged chop
purported to be that of Hon. Wong Chan-
tong, Canton. The man is believed to
have left the Colony with the bills.

Mr. C. E. Buyers, who left for Hong-
kong, on retirement, was presented
yesterday, on the eve of his departure with a cheque
and a letter of appreciation from the
season-ticket holders in the Peak Tram-
ways.

Another successful demonstration with
"Foamite Firefoam" was given by Mr.
J. J. Keegan on Hongkong's "finest site"
yesterday morning. The demonstration
was held under the auspices of the Gov-
ernment Fire Department. A quantity of
carbide of calcium sprinkled with water
was set alight. A powerful jet of water
was directed on to the flames but this did
not meet with success. "Foamite Fire-
foam" was then tried and in a min-
utes, the blazing carbide was smothered.
The contents of less than two hand ex-
tinguishers sufficed for the purpose.

OBITUARY.
MR. WALTER MIDWINTER.

The death occurred at the Government
Civil Hospital, at a late hour, on Thurs-
day night, of Mr. Walter Midwinter of
the Public Works Department, from
typhoid and pneumonia. Mr. Midwinter
came to Hongkong about a year ago and
joined the staff of the Sanitary Depart-
ment as an Inspector. About two months
ago he was transferred to the Public
Works Department as a second class over-
seer. He was 28 years of age and during
his short stay in the Colony had made
many friends and was very popular
amongst the Building Office Staff of the
Public Works Department. A sad feature
of the death is that the deceased, was
married prior to leaving England and his
widow is at present on her way out from
England being due to arrive in the
Colony on the 4th inst. Mrs. Midwinter
has been informed by telegraph of her
husband's death.

The funeral took place at Happy Valley
yesterday evening and was attended by
many sorrowing friends and colleagues.

CORRESPONDENCE.

THE BUDGET.
[TO THE EDITOR OF "THE HONGKONG
DAILY PRESS."]

SIR,—In submitting the Colony's
Budget for 1923 His Excellency is report-
ed to have said that Public Works Extra-
ordinary "are being speeded up as much
as possible," and, later on, that he
"could imagine no more short-sighted
policy than to reduce our expenditure on
road construction at the present time."

To the Government's policy in these
respects there will doubtless be little
opposition. There is plenty of scope for
development in the Colony and some of
it is considerably overdue.

At the same time, the economic effect
of the tremendous amount of construction
and reclamation work which is at
present being carried out should not be
lost sight of.

It is often said that Hongkong, having
South China at its back, has an unlimited
labour market, on which to draw, which
is very true, but unfortunately its accom-
modation and resources are very limited
at present.

The last census showed that the Colony
was over-populated—or, rather, that its
present accommodation was over-strained
—and this would appear to be principally
due to the enormous demand for labour
created by the amount of work latterly
put in hand by the Government. Certainly
it is not due to any demand for labour
for the ordinary trade of the Colony.

The speeding up of Public Works
Extraordinary would appear to have
been a little too much, and if this is
not the principal cause of the recent
labour troubles it must have largely con-
tributed thereto.

A comparatively sudden demand for
labour in a place with such limited accom-
modation is bound seriously to disturb
conditions, and, as an illustration of the
comparative cost of labour in Hongkong,
certain work is at present costing here
150 per cent. more than it is being
regularly carried out for in Shanghai.

It is not contended that this represents the
difference in cost of labour generally be-
tween the two places, but unquestionably
in Hongkong it is, at present, considerably
higher than it is in Shanghai.

Everyone wants to see all classes of
labour, skilled and unskilled, earning
higher wages and living under better
conditions than at present, but such
sudden and large increases as have taken
place in Hongkong during the past two
years are more likely in the long run
to worsen than to better such conditions.

What is most to be desired is a steady
and prolonged period of prosperity; and
the Government, if it did not assist,
certainly would not hinder the attain-
ment of such by refraining from putting
in hand at one time more work than the
accommodation, resources and state of
trade in the Colony warrant.

A reduction in the pace of the develop-
ment until the accommodation and re-
sources can catch up might avert serious
troubles in the near future.

These are signs that the cost of labour
in the Colony is reaching, if it has not
already reached, a higher point than the
general trade of the Colony can develop-
on, or even support if the present de-
pression is prolonged.

This letter is written in the hope that
if the aspect on which it touches has not
been fully considered it might cause this
to be done.—Yours faithfully,
"CAUTIOUS CLAUD."

Hongkong, 12th October, 1922.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

RUBBER RESTRICTION.

LONDON PRESS OPINIONS DIFFER.

LONDON, October 12th.

In returning to the Rubber Report, *The Times* underlines its disadvantages, and says it is to be hoped the scheme will be abandoned at the earliest possible moment.

The *Westminster Gazette* says that the balance of opinion on Mining Lane Stock Exchange was that the scheme's advantages were many and obvious. Functioning difficulties would be overcome.

EARLIER CABLES.

AN ADVANCE IN PRICE.

LONDON, October 12th.

The publication of the Colonial Office report on rubber restriction came as a bombshell to the market. The actual effect of the recommendations was more far-reaching than expected. The market opened excited and prices fluctuated wildly, closing with buyers at 100 per lb.

GIVING EFFECT TO THE DECISION.

LONDON, October 12th.

It is authoritatively stated that it has been decided to bring the proposals of the Colonial Office Rubber Committee into effect by Malaya by November 1st, and legislation on the subject will be introduced in the local Legislature in a few days. It may not be possible to move so expeditiously in Ceylon, but it is understood that the scheme, when enacted by the Ceylon Legislature, will operate as from November 1st in order to secure uniformity in both countries.

TURKS BREAK MUDANIA AGREEMENT.

GENERAL HARRINGTON ISSUES A WARNING.

CONSTANTINOPLE, October 12th.

Despite the signature of the Mudania Agreement and Ismet Pasha's assurances with regard to the suspension of movements of troops, 4,000 Turks crossed the new boundary north of Dardjila, on the Asiatic peninsula, this morning and advanced some miles to Taperoun.

General Harrington immediately sent an aeroplane to drop a message of warning to the commander against trespassing on the neutral zone, whilst the British Commander on the Asiatic side sent an emissary with a white flag on a similar mission.

General Harrington also telegraphed to Ismet Pasha and Mustafa Kemal drawing attention to the breach of agreement. While it is possible that the movement was carried out by the local commander without higher orders, those familiar with Turkish diplomacy regard the breach of faith more seriously. It is felt that the Turks may be endeavouring to obtain a strategic hold on Constantinople, in order to be able to demand the evacuation of the foreign troops before the Near East Conference.

FRENCH CHAMBER DISCUSSES TROOP MOVEMENTS.

PARIS, October 12th.

The Chamber has re-opened. There were many interpellations with regard to the Government's policy. Replying to a reference to French troops at Chanak, M. Poincare declared that the troops were sent there without the authority or consent of the Government, and as soon as he knew they were at Chanak he ordered their withdrawal. This was one of the initiatives on which he prided himself most and he was of opinion that it was one of these which most contributed to the preservation of peace. (Loud applause.)

The Franco-Italian General at Constantinople acquiesced in General Harrington's request to send contingents to Chanak, but he (M. Poincare) was only informed thereof afterwards. He consulted Marshal Foch and the French General Staff, who unanimously declared that the position would be untenable if attacked. M. Poincare immediately warned the Allies, laying stress on the fact that should a single shot be fired, a general war might result.

GREEKS AGREE TO SIGN TREATY.

LONDON, October 12th.

A semi-official message from Athens states that the Greek Government has definitely decided to accept the clauses of the Armistice Treaty, the Greek delegates will sign by Saturday.

THE REPARATIONS PROBLEM COMMISSION TO CONSIDER MARK DEPRECIATION.

LONDON, October 12th.

With the Near East controversy momentarily settled, the subject of reparations has been revived by the Paris newspapers, which declare that the next session of the Reparations Commission must give attention to the serious situation resulting from the depreciation of the mark.

M. Barthou, interviewed, repudiated the suggestion of the German Press that his appointment meant coercive measures. He declared he would study the question impartially, while upholding the Treaty of Versailles.

The newspapers state that the Commission yesterday considered a scheme submitted by Sir John Bradbury, which is designed to prevent Germany's financial collapse.

LATEST CABLES.

ANGLO-AMERICAN FRIENDSHIP.

DEMONSTRATIONS AT UNVEILING CEREMONIES.

WASHINGTON, October 12th.

The impressive unveilings of a bust of the late Viscount Bryce in the Capitol and a statue of Edmund Burke on one of the most prominent streets, were in the nature of warm demonstrations of Anglo-American friendship.

FIRE ON AMERICAN LINER.

NO FATALITIES.

NEW YORK, October 12th.

There were no fatalities in connection with the *City of Honolulu* disaster.

VESSEL A TOTAL LOSS.

SAN FRANCISCO, October 12th.

The *City of Honolulu* is a total loss. All the passengers and crew are safe aboard the *Westford*.

EARLIER CABLES.

SERIOUS FLIGHT OF PASSENGERS AND CREW.

SAN FRANCISCO, October 12th.

The American steamer *City of Honolulu*, formerly the German liner *Friedrich der Grosse*, is dangerously afloat two days off Los Angeles.

The 79 passengers, mainly American tourists returning from Honolulu, and 200 crew have taken to the boats. The last wireless message from the ship said "Captain and gang leaving ship; good-bye all."

It is estimated that it will be fourteen hours before any of the ships rushing to the aid of the liner can arrive on the spot.

PASSENGERS SAFE.

NEW YORK, October 12th.

The passengers from the *City of Honolulu* are safe. The yacht *Cassini* is standing by.

CONTROLLING MARK FLUCTUATIONS.

GERMAN GOVERNMENT PROHIBITS SPECULATION.

BERLIN, October 12th.

A decree issued by the President against speculation in foreign exchanges, intended to prevent further depreciation of the mark, has been issued. It forbids the fixing of home prices in foreign currency or on the basis thereof, whilst purchases of foreign currency are subject to assent by special control departments except in the case of firms or persons certified as requiring foreign currency for business purposes. Banks must be satisfied with regard to the identity of sellers of foreign currency before purchasing. The control departments must examine transactions to see if the purchase is used for purposes economically necessary, not including speculation or the employment of foreign currency as an investment. Offenders are liable to a maximum of three years' imprisonment and a fine of ten times the amount involved.

The *Local Anzeiger* says the German Government measures to prevent speculation in currency include prohibition of tendering or acceptance of foreign currency for purposes of speculation or hoarding; the issue of four hundred million gold marks Treasury Bonds at 4 per cent, having as security the receipts from export taxes and the increase in receipts from the coal tax.

In London, marks opened at 10,500 to the £. The report of German Government measures to check gambling on exchange brought out a few buyers but sellers held back, market opinion being that the internal position of Germany did not justify the appreciation. The quotation finally relapsed to 12,300.

AMERICAN PROHIBITION RULING.

SHIPOWNERS SECURE RESTRAINING ORDER.

NEW YORK, October 12th.

The Cunard and Anchor Line officials have asked the Federal District Court for an injunction to restrain the Government from seizing ships' liquor.

The Judge refused the application but ordered the Federal authorities to show cause by the 18th inst. why the injunction should not be granted.

New York, October 12th. On the application of the International Mercantile Marine, acting for the American lines of that Corporation, the Federal Court has granted a temporary restraining order prohibiting prohibition officers from carrying out the Federal order, under Attorney-General Daugherty's ruling, to seize ships' liquors aboard vessels of these lines.

LATER.

The decision with regard to the application of the International Mercantile Marine affects only the steamers *Finland* and *St. Paul*, but steamship owners hail it as a victory, because the order for the enforcement of Attorney-General Daugherty's ruling was to become effective at midnight to-morrow.

COST OF THE U.S. COAL STRIKE.

NEW YORK, October 12th.

The ex-president of the National Coal Association, Mr. Bradley, estimates that the nation suffered losses aggregating \$297,000,000 from the recent coal strike, of which \$119,000,000 was lost by the miners in wages, \$75,000,000 by the railways, \$100,000 by the public in fuel and \$10,000,000 by the mine-owners.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

SERIOUS OUTBREAK OF TYPHUS IN PINGYANG.

THE DISTRICT PARALYZED.

Tokyo, October 12th.

The newspaper *Jiji Shimpō* reports that typhus is decimating the Koreans in Pingyang.

A thousand Japanese have also been attacked, of whom 280 succumbed. The district is paralyzed.

SINO-AMERICAN RELATIONS.

IMPORTANT U.S. MILITARY APPOINTMENT.

LONDON, October 12th.

The *Morning Post's* Washington correspondent says the appointment of Brigadier-General Connor to succeed Colonel Martin as Commander of the United States troops at Tientsin, indicates the importance the Government attaches to the political situation in China and the necessity of having a high-ranked and experienced officer there, who will presumably rank as senior officer, instead of the British commander.

EXPEDITION IN SOUTH-WEST CHINA.

UNIQUE COLLECTION OF SPECIMENS SECURED.

LONDON, October 12th.

Professor J. W. Gregory has arrived in London from a scientific expedition in South-West China. He said the expedition had been most successful despite torrential rains and terrific floods. He had secured a unique collection of botanical, zoological and geological specimens.

U.S. TREASURY BONDS ISSUE OVER SUBSCRIBED.

WASHINGTON, October 12th.

The Secretary of the Treasury, Mr. Mellon, announces that the issue of \$200,000,000 United States 4½ per cent. Treasury Bonds has been over subscribed.

BECKETT DEFEATS MORAN.

LONDON, October 12th.

At the Albert Hall, in a twenty-round contest, the British heavyweight, Joe Beckett, beat the American, Frank Moran. The referee stopped the contest in the seventh round.

CABLE COMPANY'S PROFITS.

LONDON, October 12th.

The Eastern Extension, Australia and China, Telegraph Company's report for 1931 shows revenue of £2,394,000; available for balance, £1,207,000; transferred to General Reserve, £500,000; and carried forward, £307,000. The total distribution for 1931 is ten per cent., tax free.

BRITISH BOARD OF TRADE RETURNS.

LONDON, October 12th.

The Board of Trade returns for Sept. show that imports totalled £77,000,000 and exports £82,500,000.

THE GRAVES AT GALLIOLI.

Numbers of persons visited Gallipoli in the spring, according to a report received from the War Graves Commission's office at Anzac (Lieutenant-Colonel C. E. Hughes). Two special tours were organised, and many Australians were included in the parties. Accommodation was provided, and assistance was given in the finding of special graves. There are now 32 cemeteries on the Peninsula. Of these 21 are situated at Anzac, six at Cape Helles, four at Suvla Bay, and one at Kalid Bahr. Stone protection walls have been constructed round nine of the cemeteries at Anzac, and the work is being proceeded with on the monuments at the embarkation points. It is expected that the first headstones will arrive at Anzac for erection in September. Every effort is being made to keep the cemeteries free from weeds, and the visitors expressed keen satisfaction with the conditions. "Those whose loved ones sleep on Gallipoli," Colonel Hughes says, "may be assured that their resting places will be always safeguarded. Our staff consists of eight Australians, four Englishmen, and two New Zealanders. Great credit is due to them for the way they have stuck to the work through the trying heat in the summer and the blizzards in the winter. We should very much like to have a visit from an official Australian representative."

NEW BOMB THROWN AT THE THEOLOGICAL.

Sir S. C. Sherrington, in his presidential address to the British Association, hurled a new bomb at the theologians by standing that the human being was merely a cleverly devised animal machine. Life was not more than working mechanism. The mind as hitherto regarded was non-existent but was simply the highest point of development in the nervous system.

THE RETROCESSION OF WEIHAWEI.

[FROM A CORRESPONDENT.]

WEIHAWEI, October 4th.

The Anglo-Chinese Commission had its first formal conference on the 2nd inst. The proceedings began with a speech by His Honour the Officer Administering the Government (Mr. Blunt), who in felicitous terms and with pardonable pride referred to the excellent results of British administration of the Territory during the past 24 years. There had been continuous safety of life and security of property; the people had been able to "proceed upon their lawful occasions"; the Revolution in China, the Great War in Europe, had left them untouched; and there had been but one calamity, the famine of 1919-1920, which had been relieved by the generosity of outsiders, both Foreign and Chinese, whose subscriptions totalled about \$70,000. The task then before the Commission was to evolve a scheme which would ensure for Weihaiwei in future the same security, the same prosperity, as the Territory had enjoyed under the British flag; and "it is only reasonable to expect" that "existing Foreign interests will in no way suffer."

Mr. Blunt drew attention to the fact that the annual influx of summer visitors, some 600 in number, had been an important factor in Weihaiwei's present prosperity; that, apart from obvious natural advantages, the place had been made attractive to visitors by "above all, good sanitation and policing." It was up to the incoming administration to make of Weihaiwei a great summer resort, and failure to do so "would hardly afford the strongest of arguments in favour, for instance, of the abolition of extra-territoriality."

The opportunity for China to create a model Government in this Territory in order that all friends and the majority of foreign residents in China are such—may praise and admire. Mr. Blunt said: "Mr. Liang and Chinese members of the Commission, you have a great opportunity to do a work for China out of all proportion to the importance of this Territory—a work which all real friends of China will hope to see you fulfil." He also referred to the public revenue and expenditure as evidences of the material prosperity of Weihaiwei. Revenue to-day was more than six times as large as the amount collected 20 years ago; expenditure had grown from \$142,500 to \$288,687; there was no grant-in-aid this year; the Territory was virtually self-supporting. To bring the place up to modern standards, to supply it with every modern convenience, would require a subsidy of only £8,000 per annum. "I think this might have been afforded by the British Government."

"One last word. It is argued, I believe, that the lease of Weihaiwei would have expired in any case next year and that the action of Great Britain at Washington was dictated, not by generosity, but by a desire to gain credit by forestalling the inevitable. As to money in grants-in-aid. As to the former, he would be a bold man who would assert that had Great Britain desired to continue the lease, China would have been justified in refusing under the most favoured nation clause. As to the latter, I have already shown that the Territory is just self-supporting."

Mr. Blunt then asked Mr. Bertram Giles, C.M.G., as Senior Delegate, to take the Chair at that and subsequent meetings. After a speech by His Excellency M. T. Liang, Admiral Wu on behalf of the Chinese Navy outlined the attitude of the Chinese Government towards retrocession, with special reference to the use of Liukingtao as a summer resort for the British Fleet.

The subsequent proceedings necessarily took the form of a preliminary discussion, principally with reference to the status and administration of the Island in the future, more particularly from the Naval standpoint.

AMERICAN HUSBANDS AND ALIEN WIVES.

AN ANOMALOUS STATE OF AFFAIRS.

The U.S. Consulate-General at Shanghai has communicated to the Press the following important announcement:—

The following telegraphic instruction dated September 27th, 1932, from the Department of State, has been received:—

"Under Statute in effect September, 1922, no alien woman acquires American citizenship by marriage to American citizen. Hereafter each passport and registration application including wife must state date of marriage. Each woman married after the passage of the Act must accompany her application with evidence of her own citizenship. Applications which include wives married after the passage of the Act must be a reliable evidence of both the wife's and husband's citizenship. Alien wives will not be included in passport."

This is an important change in passport and registration regulations, and the American Consul-General hopes that those concerned, when making application for passport or registration, will be prepared to furnish the desired information.

INCREASED SMUGGLING INTO GREAT BRITAIN.

The higher customs duties levied during the past few years are held accountable for the striking increase in smuggling as disclosed in the latest report of the Commissioners of Customs and Excise. Tobacco and spirits are chiefly concerned. There were only 8,500 seizures in 1904, while there were 11,000 last year. Similarly the penalties recovered increased from £25,400 to £12,000.

THE BRITISH RAILWAY GROUPS.

DAWN OF A NEW ERA.

BENEFITS TO THE PUBLIC.

[FROM "THE TIMES."]

The impression which has prevailed in some quarters that unexpected difficulties had arisen in the work of forming the new railway groups, and that the authority of the Amalgamation Tribunal would need to be invoked, is incorrect. The announcement a few days ago that terms of fusion had been arranged between the members of the Eastern Group came as a surprise to many people, who imagined that a state of dead-lock had arisen. For their information it may be added that the negotiations for the formation of the North-Western and Midland Group are now in a forward state, and that no hitch is likely to arise in bringing this, the largest of the groups, into being. There is, indeed, every reason to believe that the whole of the groups will be constituted by the action of the railway companies concerned before the end of the present year, which is the period fixed by the Railways Act for the process of voluntary amalgamation. In that case all that will be left for the tribunal to do is to give its blessing to the various schemes.

It may be anticipated, therefore, that the railways of Great Britain will begin to operate on a new basis at the beginning of 1933. Far-reaching changes, which can, however, only be made by slow stages, are clearly foreseen, and the public should be gainers. Many believe that in any event the tendency towards amalgamation of railways which has been revealed during recent years would, in the end, have had much the same effect as the compulsory formation into four large groups under the provisions of the Railways Act. That is not a correct view; the provisions of the Act have aroused a good deal of resentment in railway circles, and it would have taken a generation to form these groups by voluntary methods.

Even now that two of the groups—the Great Western and the Eastern—have been formed, the extent and importance of the amalgamation effected are not generally realized, and as it is obvious that the interests of the business community and the travelling public are closely bound up with the operation of railways under the new system, some details of the groups may be given. The Eastern Group, which has just been constituted, may be taken as an example. It includes six trunk railways—the Great Central, North-Eastern, Great Northern, Great Eastern, North British, and Great North of Scotland—and comprises in single ownership nearly seven thousand miles of railway. It lies between London through the heart of industrial England to the northern boundary of Scotland, and penetrates into the coal, iron and steel, and shipbuilding areas. The group owns and operates sixteen ports, including those of Hull, Grimsby and Immingham, and Methyl, and operates important steamship services to the Continent from Harwich, Hull, Newcastle, and Leith. Nearly thirty hotels are also included in the properties acquired by this group.

The Great Western Group, although smaller in character, provides transport facilities for the whole of the South Wales area, including the great chain of docks from Bristol to Fishguard, and with the exception of the Bristol dock system, owns the whole of the dock system.

THE LARGEST GROUP.

The North-Western and Midland Group, which is the largest of the four, comprises no fewer than thirty-five railway companies, including important undertakings like the London and North-Western, the Midland, the Caledonian, the Lancashire and Yorkshire, the North Staffordshire, the Glasgow and South-Western, the Highland, and the Furness. The docks owned include Grangemouth, Garston, Fleetwood, and Heysham, and the group has interests in Holyhead and Barrow. The services to Dublin and Belfast are given by railways in this group.

The other group, the Southern, which includes the London and South-Western, the South Eastern and Chatham, and Brighton systems, and fourteen subsidiary companies, of which the most important are the Isle of Wight railways, is responsible not only for transport facilities over the south and west of England, but for the cross-Channel services which link the British railway system with the Continent.

Nor should it be overlooked that many of the railways included in the groups are owners of canals. The Birmingham Canal and the Shropshire Union and the Forth and Clyde Canal are among the properties acquired by the North-Western and Midland Group; and the Great Western combine owns, among other waterways, the Kennet and Avon system. In spite of the criticism which has been levelled at railway companies in connexion with canals, under their control, some of these waterways carry a considerable traffic. Some of the companies also operate road passenger services on a large scale, and it is common knowledge that the railways as a whole desire to carry goods by road as well as by rail.

DUTIES TO THE PUBLIC.

The question will be asked whether the elimination of competition which must be associated with the operation of railways on the group system and the extended use of road transport will be associated with improved or inferior transport facilities. Taking a broad view, it seems probable that a better service will be given to the public at lower rates for both goods and passengers. It is probable that by slow stages the whole of the passenger services will be revised to get rid of duplicated trains, and that a reorganization of goods traffic will be brought about so that freight trains may follow the shortest routes. The working of four or five or more important lines of four or five or more important lines recovered increased from £25,400 to £12,000.

(Continued on back of next column.)

THE ENGLISH CHANNEL TUNNEL SCHEME.

MORE ABOUT THE GIGANTIC PROJECT.

A good deal of interest has been aroused

(says a writer in the *Journal of Commerce*) by the knowledge that a new type of excavation which will be used in the boring of the Channel Tunnel is now being assembled preparatory to the carrying out of tests. There have always been two rival tunnel schemes. On the one hand Sir John Hawkshaw, backed by Lord Richard Grosvenor, favoured a tunnel commencing from St. Margaret's Bay to traverse the Channel in a straight line. On the other hand, Mr. Francis Brady, supported by Sir Edward Watkin, was in favour of commencing the tunnel at the foot of Shakespeare Cliff.

RIVAL SCHEMES.

The essence of the difference between Sir John Hawkshaw's scheme and Mr. Brady's was that the former felt his tunnel would be secure in the lower chalk, whilst the other party insisted that the tunnel should pass entirely through a particular bed of the lower chalk known as the chalk marl. The chalk marl is composed of about 80 per cent., of carbonate of lime and 20 per cent., of clay, and, on account of clay, it is impervious to water.

Two headings have been driven in this chalk marl to test its nature and quality: one above the sea level in the chalk cliffs and the other below the sea level in about the position the tunnel would occupy. The heading above the sea in the cliffs has been driven 40 yards. The one under the sea is nearly 1½ miles in length, and during its making, a small hand pump was sufficient to get rid of the water met with. It is clearly demonstrated that it would be foolish to attempt to drive the tunnel in any other bed. It has been proved beyond doubt that this chalk marl extends under the sea from shore to shore and that there will be no difficulty in following its course, although it may not be in quite a straight line. The French engineers agree with this view. They have been well suited for commencing the tunnel place best suited for commencing the tunnel is near Shakespeare Cliff, where proper cover will be obtained, the line of the tunnel proceeding thence towards Sangatte on the French coast. It is a remarkable coincidence that this stratum should be so suitably placed in the very narrowest portion of the Straits of Dover.

METHOD OF BORING.

Mr. P. C. Tempest, the engineer to the Channel Tunnel Company, has prepared numerous schemes for the approaching consideration in particular the position of the mouth of the tunnel, which up to now has been a great stumbling block. These schemes are ready for submission whenever called for.

The main factors in the construction of the tunnel will be speed and disposal of the excavation. Great things are expected of the new excavating machine, which should have an output greater than anything hitherto used for tunnel boring.

This rapid excavator will require a willing partner—to dispose of the "spoil." Here again the engineer comes to the rescue with an ingenious scheme. Instead of laboriously loading the "spoil" into trucks and hauling them away on special tracks, there will be powerful mixing machines installed to convert the "spoil" into a kind of soup by adding water. Huge pumps will then dispose of this liquid as fast as the work of excavation proceeds. This system is known in engineering parlance as the slurrification.

It is fully anticipated that these methods will materially reduce the time of construction.

lines as a single system must be associated with changes of this character. These changes need not work to the public disadvantage.

Other reforms will be the concentration of locomotive and wagon buildings and repairs in fewer workshops, the reduction in the number of types of engines, and the standardization of details of design of both locomotives and passenger and wagon stock. The gradual introduction of high-capacity wagons, and perhaps the absorption of the privately owned wagons, are other developments which are in mind. These are the main directions in which economies in operating costs are being sought, and it is regarded as certain that material savings can be effected without impairing efficiency of service. The worst that the public could suffer would be the withdrawal of some of the slow passenger trains which are in the existing time-tables, but this would be a small price to pay for cheaper travelling. Goods train services could be, and probably would be, speeded up, owing to the extension of through running facilities, and there should be a reduction in empty wagon mileage following the absorption of the wagon stock of many railways by a single-owning company.

These things are, however, only the obvious developments of the group system. There are other reforms which can only be suggested by the experience of working under the new conditions. Among these is the question of operating the whole of the British railway system by electrical methods. The time when the capital outlay on the conversion of the railways from steam to electrical operation would be justified is nearer, perhaps, than most people imagine. A change of this far-reaching character would put the existing traffic arrangements into the melting-pot. Few of these reforms can be made immediately, but their accomplishment is clearly brought much nearer by the decision to operate the railways in large groups and by the news that the formation of the groups is now practically completed. A new railway era is about to dawn.

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL KANSLEY.]

PARIS, September 4th.

One of the things which strike visitors most when they come to Paris is the elegance and neatness of the footwear worn by the women. Wherever you look you see women daintily shod, whether they be mondaines from the Bois de Boulogne quarter or little midnights wending their way home to some slum near the Villette. How they manage this feat of always being attractively shod, especially during the Winter when they are obliged to trudge through mud or snow most of the time, still remains a mystery for one even who has lived amongst them for several years. The Frenchwoman's innate sense of coquetry is at the base of it, no doubt, for this makes them realise, that as a rule, the first thing a man looks at when swimming up a woman is her ankles, and that the best way to show these off at their best and, when necessary, improve them is to wear suitable footwear. Having chosen these, the next thing they do is to choose stockings, as fine as it is possible to make them. If they cannot afford silk ones, they buy lisle or even cotton ones, but always of the very finest and most transparent quality and, if possible, with clasp at the heel, because this helps more than anything to add a note of slenderness to the ankle. Seamless stockings are only worn by those who are reduced to the last extremity. With black shoes, black stockings are always worn if these be in cotton or lisle; occasionally grey lisle will be worn with black shoes, but no other colour. When stockings are in silk, grey, steel, fawn and champagne are worn more than black, because these shades are found to be more elegant and show off the ankle to far better advantage than black. White shoes and stockings are very little worn in Paris, no doubt because there is such a small portion of the year during which they are practicable, but Parisiennes make up for this by packing each time they go away for the Summer holidays to the country and seaside or to bask in the sun of the Riviera during the Winter. Most of them are doing without stockings altogether this Summer and appearing only in dainty shoes or sandals, minus all trace of hose.

As to woollen stockings and the extraordinary coloured stockings and heather-mixture stockings that one sees to such an extent in London streets and piled up on the counters of London shops, I don't think you could find one pair if you hunted through the whole of Paris. Also, I don't think you could find one pair of shoes with flat heels, except perhaps in the American shoe-shops which certain of our practical allies have installed in Paris and stocked with needle-pointed, flat-heeled brown shoes in case their compatriots feel a longing for home shoes whilst away from home.

While skirts were so short, the vamps of shoes were short, too, and stubby with it, but, now that skirts have been lengthened, vamps have been lengthened, also, to fit in with this new line, and the change is all to the good. In place of the round, short vamps, shoes are now made on a slim last that forms a graceful line and ends in a pointed toe. Although probably longer than the short-vamped shoe, the cut of this new model has been so studied that the foot actually looks much smaller in it than it does in its predecessor, and even if it did look longer, the increased effect of elegance and grace would certainly be considered sufficient compensation. The toe of the new form is not excessively pointed, although there is a great difference between it and the stubby toe. An original variation, I saw recently was a shoe cut on a long last and with a pointed toe which had been cut off sharply at the end so that the effect was rather like that of an acute angle with the apex flattened. The cut was slanting so as to follow the forward movement of the foot.

Ever since the sandal shoe came into favour, booties have been doing their best, it would seem, to invent a shoe that will be little more than a shoe in name and yet hold together. And, judging by the footwear one sees at any fashionable gathering now, it would appear that they have succeeded. Shoes, especially purely reception and evening shoes, are nothing but a mass of silks, openings and straps. The only part that remains intact is the sole, all the rest being nothing but an excuse for showing off as much of the instep and sides of the foot as possible. For day wear, patent leather is the only material tolerated. Tan or brown are rarely seen, black being the only shade considered elegant for the time being. There is also a vogue for stitching, but only on condition that this is designed and worked with the great discretion. Scrolls and so forth are taboo, the most that is permitted being no more than outlinings and straight rows of it. These are worked in red, grey or white silk—never any other shade.

For afternoon wear, thick black satin or prunella may also be worn, but Parisiennes seem to prefer the patent leather shoe to all others.

Evening shoes are the flimsiest possible creations in brocade, silver and gold, lame, and delicate-coloured satins. They, too, are one mass of transparencies and straps.

As though such means were not sufficient to render footwear the acme of daintiness, Parisian booties have also decided to call into force the old-fashioned fantasy of buckles. Their shops are crowded with an alluring display of buckles in every shape and form, in paste, in jet, in cut steel and in cut steel and coloured beads. Besides the old floral and more or less indefinite scroll designs, there are new ones which are delightful enough to tempt the most unfastidious of dress-reformers herself. These show quaint little scenes worked in brilliant or cut steel beads—Pierrot playing

(Continued at foot of next column.)

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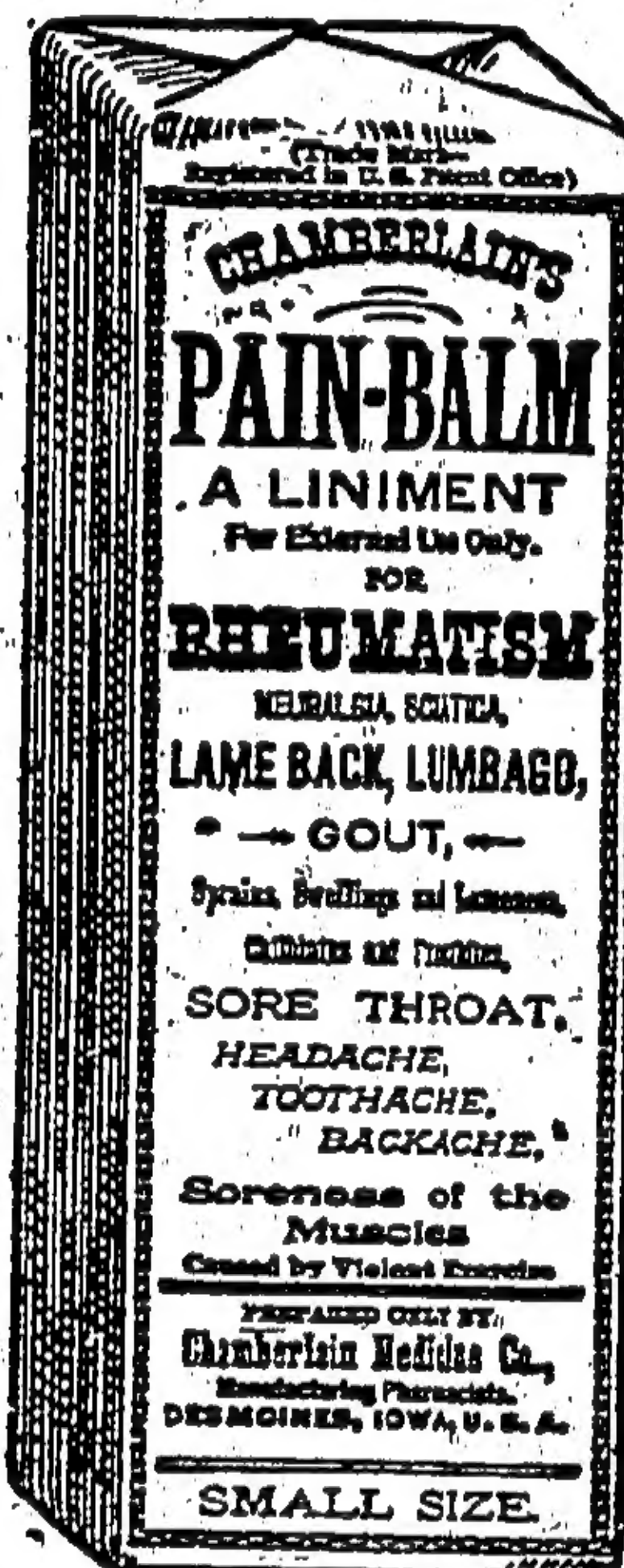
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his lute to an unseen beloved, an owl sitting on the tip of a crescent moon, a couple of cats in silhouette, and so on. The buckle is never more than an inch and a half long, so the delicacy of the work can be imagined. Such buckles are worn on an ordinary open court shoe which, in spite of new innovations, always holds its own. A buckle that is altogether a new idea is one that is round like a button, not quite an inch in diameter. These, like the old-fashioned square and oblong ones, are made of brilliant, cut steel, jet or beads, and, if one wants to add a note even more original, there are buckles of this sort to choose with a fascinating metal fringe hanging from one half. These are worn with shoes that have a strap running across the instep or round the ankle. They are placed either right in front or else at the side, so as to cover the fastening. They are so becoming that they have had the effect of making the open shoe with the plain instep strap, placed rather high, one of the most worn models of the season.

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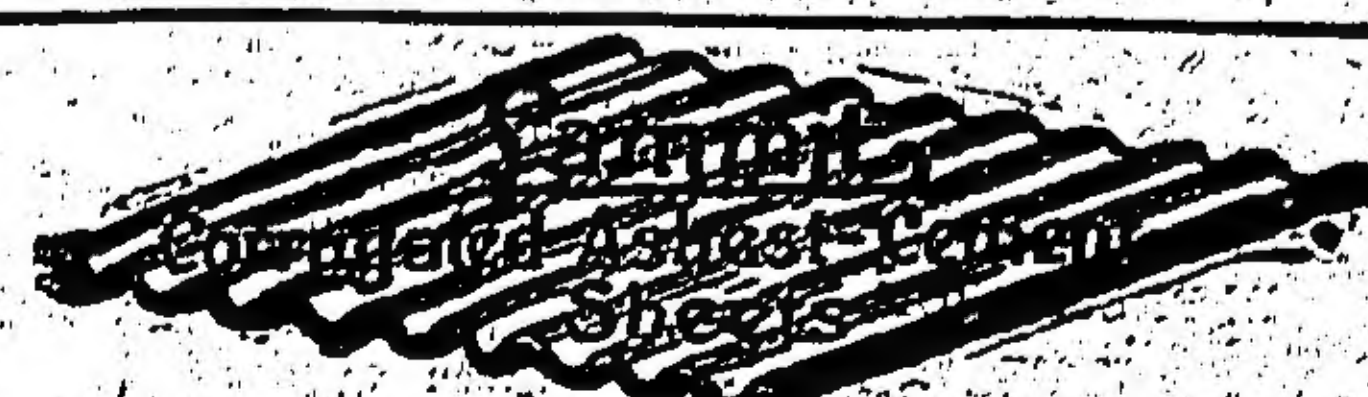
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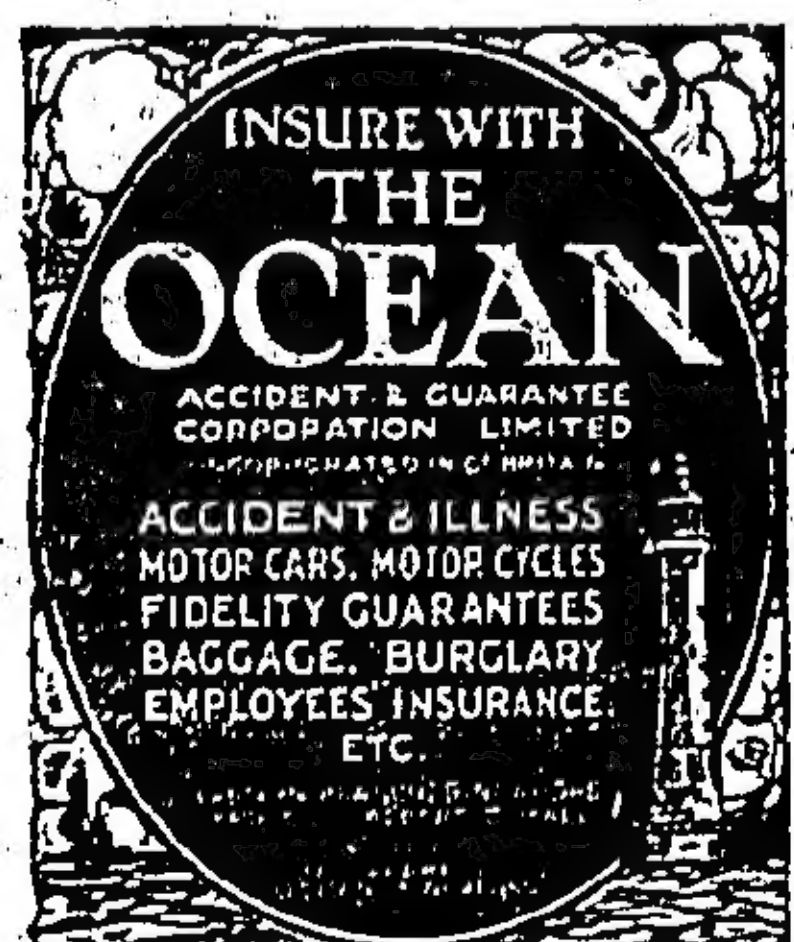
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WHY AMERICA BEAT

BRITAIN AT GOLF.

THE CULT OF LONG DRIVING.

FINE POINTS OF SKILL NEGLECTED.

A special correspondent writing in The Observer, says:—

The British International team, in its contest with the United States, has not suffered the ignominy which Harry Vardon predicted for it—the loss of every match. Out of the twelve matches—singles and foursomes—they lost eight and won four, a point in advance of the result at Hoylake a year ago when they lost nine and won three. The British successes were:—Foursomes, Messrs. Roger Wethered and Colin Aylmer; singles, Messrs. C. V. L. Hooman, Willis Mackenzie, and Bernard Darwin. We were scarcely unprepared for the result, but it should be emphasised in mitigation that the British enterprise was singularly unlucky, from its inception.

There can be no object in hiding the fact any longer that America has wrested from us the supremacy in golf. In two successive years the British Championship Cup has gone to the United States; in the same period we have twice lost the Walker International Trophy, the symbol of amateur pre-eminence. This is a distinct blow to our prestige, a blow to the country which is the home of the game, where the number of golfers is estimated at a million. Is there any adequate explanation for such a state of things? Vardon, who has an unequalled knowledge of golf and golfers in both countries, says, "The Americans won because they are the better players. This is a pretty obvious statement, and if left to stand by itself rather a futile one. But Vardon is seeking for an explanation of the pertinent question, 'What's wrong with British golf?' He declares that the British for long driving, which has become a kind of fetish among the younger generations of golfers, is largely to blame. All our leading amateurs, and the younger professionals, too, seem to be obsessed with it. It is hitting the ball tremendous distances. They do not trouble about the finer points of the game. It is the long and accurately placed iron shot, the pitch, the run-up, and the putting that make up the finer points, and count for most."

FINISH OF LONG-DRIVING.

There is some truth in Vardon's dictum. One has only to engage in conversation in any clubhouse to discover that the chief desire of a golfer in this country is to be able to out-drive the other fellow. If he has accomplished that in the course of a match he is perfectly satisfied; the fact that he has been outplayed in the second shot, the approach, and on the green does not seem to trouble him in the least. He must have the ball that goes the furthest, and a sledge-hammer that assists in the scheme of annihilating space. Go to any club, and if there are any people practising at all it is almost certain that you will find them with wooden clubs in their hands. In America the process is entirely different. Professionals and amateurs are constantly practising, but not with the driver. Principally, the clubs will be the mashie-niblick and the putter, the two implements that, deftly employed, help to knock off more strokes in a medal round and to win more matches from an opponent than all the other equipment combined. At Glenageary one saw Hutchison, Hagen, and Kirkwood, before the commencement of a match, making short pitches with a dozen balls, and then holing them out. No first-class American golfer is satisfied unless he holes out in two from off the green.

Mr. Francis Ouimet, when in a bunker close to the green, makes it a rule to get down in two shots; three is the exception, and an indication that something has gone amiss. I have always regarded Mr. Aylmer as one of the best putters in England, and yet he admitted after his match against Mr. Ouimet that there was a standard of putting which he had never even dreamt of. In the twenty-nine holes played Mr. Ouimet only missed one putt of three yards. "Here, this would be regarded as bordering on the miraculous; in America it is what one has learned to expect. There was a similar story in the Tolley-Guilford match; the American holed practically everything, even to putts from the very edge of the green. When Mr. Guilford and Mr. Ouimet were at Hoylake a year ago it was palpable that the former had fashioned his putting style on that of the former conqueror of Ray and Vardon. Both Americans stand fairly upright, use long-shafted clubs, which they grip very high up on the leather. The elbows are bent outwards, and there is a long, slow, methodical and pendulum-like swing of the club, with an unusually free wrist action. Mr. "Chick" Evans adopts a similar style. It is a somewhat curious fact that all three were caddies in their early youth.

VARDON'S DICTUM.

Vardon, I think, is unduly severe on Mr. Tolley and Mr. Wethered, whom he watched closely in the championship at St. Andrews and Sandwich. In their efforts to thump the ball great distances neither, he says, had any clear notion of where it was going. At Sandwich Mr. Wethered, declares Vardon, had lost body-balance, and in consequence had no control over direction of the shot. This was certainly not the case at St. Andrews, where Mr. Wethered, driving beautifully, tied with the ultimate winner, Jock Hutchison. Vardon, apparently, does not agree with Duncan, who says that "Power in the long game is to-day of the very first importance. . . . you must have the punch. There is no doubt in my mind that Mitchell's greatest asset is his length, and so it is with Ray. I don't think it would be a match if either Ray or Mitchell were to play any of his rivals on a course where there were a dozen holes over 500 yards. Either or them would be just as likely to be on all those twelve greens with a couple of shots as is the other man with two and a mashie, and I always prefer the man who can hit to the man who depends upon holing them."

Mr. Tolley and Mr. Wethered are of the Duncart school; they concentrate more upon hitting than upon holing. The Americans are of the Vardon persuasion; they keep the ball straight down the middle of the course and sacrifice a little distance to accuracy. Vardon firmly believes that this is the policy that brings the greatest rewards. It was the policy practised by the great "Pummarat" during their many years of triumph, but one that has been abandoned by the younger generation of golfers in the modern frenzy for smiting. There is no question that many players have ruined their game in exploiting the "draw"—the shot that swerves from right to left and runs abnormal distances on contact with the ground. The "draw" has crept into their iron shots to the green—one of the most fruitful sources of disaster. With the exception of Mr. Wethered we have no iron players to compare with Master Bobbie Jones, Mr. "Chick" Evans, and Mr. Ouimet. They employ the reverse type of shot—the "drib" from left to right with the minimum amount of run on contact. But, according to Hagen, the present British champion, none of these things matters. So far as he and the other great Americans are concerned the game only begins when the green is reached. Hagen is a typical example of the Vardon style of golf—absolute straightness from the tee. He certainly does not indulge in excesses. In the long-driving championship at Sandwich Hagen, out of six shots hit five came to rest in a space which could have been covered by an ordinary-sized table-cloth. On the other hand, Messrs. Wethered and Tolley concentrated more on getting the pull than on hitting the ball clean. The result was that the majority of their shots finished in the rough, some of them very far in.

JUDGE BY RESULTS.

MR. CYNES AND LABOUR'S FUTURE.

Mr. J. R. Cynes, M.P., was the principal speaker at a meeting at Liverpool, on September 3rd. He said the Labour party, who were welcomed to the House of Commons some sixteen years ago as a very interesting body, were now called "Anarchists," "Bolsheviks," "Communists," and "Red-Raggers." What other terms of opprobrium for the purpose of political scare they will have discovered by the time of the election I do not know; names and labels can frighten you, but names and labels will be found. All I ask is that we should be judged by results. If Labour, in the early future, does not win upon its own merits, it will win upon the want of merit in others, tested by results as they confront the country in relation to trade, finance, unemployment, high prices, housing, and oppressive taxation. Labour need have no fear of what it will do when entrusted with the direction of national affairs.

Mr. George Hicks, in his presidential address to the National Federation of Building Trade Operatives, declared that "the most ruthless combination of capitalist interests the war of classes has yet produced is the Federation of British Industries, which has the worker in a grasp as relentless as any beast in the jungle of modern commerce, and is like the fabled monster of the deep in the multiplicity of its tentacles."

WHY YOUR STOMACH FAILS

AND WHY IT NEEDS THE AID OF MOTHER SEIGEL'S SYRUP.

There is scarcely a man or woman amongst us who does not occasionally feel "out of sorts." Nothing serious, probably, but quite enough to leave our energy and happiness. Sometimes we blame the weather, or our work, or some little worry or trouble; and perhaps we are right, but only because these things will upset the stomach just as readily as an unstable foot or eating too quickly. Experience proves that the stomach is easily affected—easily deprived of its tone and efficiency—and if this state of affairs is not soon remedied, more serious troubles will follow.

Is not this your own experience? When you feel "out of sorts" don't you find that one trouble seems to lead to another. In the first place, however, didn't your appetite flag? And wasn't your tongue furred? You should need no further proof of the fact that your stomach was to blame. And if the fault lies with your stomach, common sense tells you that the remedy which, for fifty years, has been most successful in restoring weak and indigestible stomachs to strength and efficiency is the remedy most likely to do you good. That remedy is Mother Seigel's Syrup—known throughout the Empire as the best, the most successful, the most reliable and the cheapest remedy in the world for stomach and liver troubles.

Indigestion—which is only another name for the failure of your stomach, liver or bowels to do their duty properly—is a very real danger and menace to your health and strength. It robs you of the nourishment you should obtain from the food you eat. It loads the system with impurities which find their way into the blood, causing headache, languor and often blotchy skin. It causes windy spasms, pains before and after eating and lowers your vitality.

If you have digestive trouble, why not profit by the experience of others and take Mother Seigel's Syrup? There is nothing better for indigestion or for flatulency, constipation, stammering, headaches and pains after eating. Not only does Mother Seigel's Syrup speedily banish these distressing symptoms of impaired digestion, but it keeps them away. Be guided by the experience of others who avoid the consequences of stomach and liver troubles—avoid the pain and discomfort of digestive disorders—by just taking 30 drops of Mother Seigel's Syrup whenever they feel the slightest tendency to stomach or liver troubles or have partaken heartily of food which might disagree with them. Mother Seigel's Syrup never fails them, and it won't fail you. Put it to the test to-day. If you prefer tablets to liquid medicine, the Syrup can be had in tablet form. R. 362.

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HAIPHONG via HOIHOW	"LEESANG"	Wednesday	18th Oct.	10 a.m.
SOERABAYA	"HINSANG"	Wednesday	18th Oct.	3 p.m.
NEWCHOW via SHANGHAI	"HOSANG"	Thursday	19th Oct.	D.L.
ANTUNG	"TAKSANG"	Thursday	19th Oct.	Noon
TSINGTAU via SWATOW	"YATSHING"	Friday	20th Oct.	10 a.m.
SHANGHAI	"YUENSANG"	Friday	20th Oct.	3 p.m.
MANILA	"CHIPSANG"	Saturday	21st Oct.	4 p.m.
TIENTSIN	"CHAKSANG"	Tuesday	24th Oct.	10 a.m.
BANGKOK via SWATOW	"LAISANG"	Tuesday	24th Oct.	3 p.m.
TSINGTAU via SWATOW	"HANGSANG"	Thursday	26th Oct.	10 a.m.
SHANGHAI	"MINGSANG"	Sunday	29th Oct.	10 a.m.
HAIPHONG via HOIHOW	"HOSANG"	Thursday	29th Nov.	3 p.m.
STRAITS & CALCUTTA				

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Hoihow when indicated on offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kuala Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "LAISANG" will be despatched on or about Tuesday, 24th Oct., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.,
GENERAL MANAGERS,
TELEPHONE: CENTRAL No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWAIRDS.

Vessel	Leaves Hongkong	Discharges
"GLENHARRY"	17th Oct.	GENOA, LONDON, ANTWERP & HAMBURG
"GLENIFFER"	23rd Oct.	LONDON, ANTWERP, ROTTERDAM & HAMBURG
"GLENHARRY"	29th Nov.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG

HOMEWAIRDS.

Vessel	Leaves Hongkong	Discharges
"GLENHARRY"	17th Oct.	GENOA, LONDON, ANTWERP & HAMBURG
"GLENHARRY"	23rd Oct.	LONDON, ANTWERP, ROTTERDAM & HAMBURG
"GLENHARRY"	29th Nov.	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG

Movement are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.
Telephone: Central No. 215 sub-ex. 23 and Central 3696. [16]



REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

FOR KEELUNG via Swatow & Awei

s.s. "TAIKWA MARU" on or about 14th Oct.

For further particulars, please apply to—

Branch Office:
No. 27, Benham Street, West
Tel. Centre No. 164.
S. MITARAI, Agent
Top Floor, King's Buildings
Tel. Central No. 140.

MISS TORA INOKUCHI

QUALIFIED MIDWIFE

MRS. HAN INOKUCHI

QUALIFIED MASSEUR.

(PHONE K 764.)

No. 21, ARNOLD ROAD, KOWLOON.

Back of SEAN TEEHAT.

ON SALE

HONGKONG HANSARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1921.

Revised by the Members.

PRICE \$.

DAILY PRESS OFFICE.

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "CITY OF TOKIO" ... 20th Oct. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 S.S. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 S.S. "CITY OF SIMLA" ... mid. March ... Marseilles & London.
 S.S. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to:-

REISS & CO., CANTON.

THE BANK LINE, LTD.

(Tel. Central 780)

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF MELBOURNE" ... via Suez Canal ... 15th October.
 S.S. "BELLEROPHON" ... via Suez Canal ... 25th October.
 S.S. "KENTUCKY" ... via Suez Canal ... 5th November.
 S.S. "TEUCER" ... via Suez Canal ... 15th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to:-

BUTTERFIELD & SWIRE OR THE BANK LINE LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON.

REISS & CO.,

CANTON.

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M.

SERVICES CONTRACTUELS
des
MESSAGERIES MARITIMES

M.

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGERS	17th Oct.
AZAY LE RIDEAU	21st Oct.
PORTHOS	14th Nov.
CHAMBERD	28th Nov.
PAUL LECAT	12th Dec.
ANDRE LEBON	26th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS (1st Class) ... 213s. 14s. 0d. B CLASS (1st Class) ... 219s. 6s. 0d.
 STEAMERS (2nd) ... 210s. 12s. 0d. STEAMERS (2nd) ... 216s. 10s. 0d.

RAILWAYS TICKETS ISSUED FOR LEADING TOWNS OF EUROPE.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "LE DE MISSISSY", sailing end October, for HAVRE DUNKIRK & ANTWERP. Sailings and dates subject to alteration without notice.

For further Particulars apply to:-

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms. Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIFOONG ... Capt. W. S. Turnbull ... Monday, 18th Oct. at 5 p.m.
 HAIHONG ... Capt. W. C. Passmore ... Friday, 30th Oct. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blakely Pier)

For Freight and Passage apply to:-

DOUGLAS LAPRAIK & CO.,
General Managers

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR:-

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

P. & O., British India**Apcar and****Eastern & Australian Lines**

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Ship	Tonnage	From Hongkong (approx.)	Destination
"SICILIA"	5,702	18th Oct. Noon	Singapore, Penang, Colombo, & Bombay
"MANTUA"	11,000	25th Oct. 11 a.m.	Bombay, Madras, London & Antwerp
"DONGOLA"	8,056	8th Nov.	Marseilles, London & Antwerp
"NANKIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	8th Dec.	Bombay, Madras, London & Antwerp
"KASHGAR"	9,000	27th Dec.	do.
"PLASSY"	7,390	10th Jan., 1923	do.
"SAFDINIA"	4,540	24th Jan.	do.
"RELIQUE"	4,883	7th Feb.	do.
"DELTA"	9,097	21st Feb.	do.
"KALYAN"	9,762	7th Mar.	do.
"KASHMIR"	8,241	21st Mar.	do.
"KHYBER"	9,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,000	19th Oct. 3 p.m.	Calcutta via Singapore & Penang
"TANDA"	7,000	28th Oct.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (North)

"ST. JALBANS"	45,000	1st Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following:-
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"NANKIN"	7,000	21st Oct.	Shanghai & Japan.
"KARMALA"	9,000	4th Nov.	do.
"EASTERN"	4,000	5th Nov.	Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rajahmundry must delay their own Hotel expenses at Singapore while wait in the carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the afternoon of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.
 Parcels weighing not more than 25 lb. x 3 ft. x 1 will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to:-

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

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O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Saturday, 11th Nov.
 BUENOS AIRES—RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE."PANAMA MARU" ... Tuesday, 21st Oct.
 BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE—SINGAPORE"HIMALAYA MARU" ... Monday, 16th Oct.
 SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service."KISHU MARU" ... Friday, 3rd Nov.
 CALCUTTA via SINGAPORE & RANGOON."NANKING MARU" ... Tuesday, 7th Nov.
 VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service."ARIZONA MARU" ... Tuesday, 17th Oct.
 "MANILA MARU" ... Sunday, 29th Oct.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"AMER MARU" ... Thursday, 9th Nov.
 NEW ORLEANS via SUEZ."CELEBS MARU" ... Monday, 23rd Oct.
 JAPAN PORTS—Kobe & Osaka."JAVA MARU" ... Monday, 23rd Oct.
 KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers."KALJO MARU" ... Sunday, 15th Oct. 10 a.m.
 "ONSHU MARU" ... Sunday, 22nd Oct. 10 a.m.TAKAO via SWATOW & AMOY. ... Thursday, 19th Oct.
 Tel. Central No. 490. Y. YABUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and
NEW YORK

S.S. "GABRIO PRINCE" ... End of November.

For Freight and full particulars apply to:-

FURNESS (FAR EAST) LIMITED,

Telephone: Central 3165.

(Incorporated in Great Britain).

Telegrams (Furness),

St. George's Building.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SWATOW & AMOY	"LIVAN"	On 14th Oct. 10 a.m.
CHEFOO & NEWCHWANG	"PAOTING"	On 14th Oct. Noon
AMOY	"TAMING"	On 14th Oct. 4 p.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 15th Oct. D.L.
SWATOW & SINGAPORE	"KWANGTUNG"	On 15th Oct. 10 a.m.
SWATOW & SHANGHAI	"CHEYANG"	On 15th Oct. 4 p.m.
SAIGON	"NINGPO"	On 17th Oct. D.L.
SWATOW & SINGAPORE	"KALGAN"	On 17th Oct. 10 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 17th Oct. 4 p.m.
AMOY & SHANGHAI	"SUIYANG"	On 18th Oct. 8 p.m.
SWATOW & SINGAPORE	"KWEIYANG"	On 22nd Oct. 10 a.m.
SWATOW & BANGKOK	"KINGYUAN"	On 24th Oct. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 26th Oct. 7 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 27th Oct. 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO
 Excellent Saloon accommodation, amplitude Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Weesung.
 BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to:-

BUTTERFIELD & SWIRE

Telephone Central 35.

(JOHN SWIRE & SONS, Ltd.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila Port Banga, Sandakan & Aus. Ports.
"CHANGSHA"	—	10th Oct. 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares! Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to:-

BUTTERFIELD & SWIRE

Telephone Central 35.

(JOHN SWIRE & SONS, Ltd.), Agents.

PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY

FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$ 3620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

S.S. "PRESIDENT TAFT"	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT LINCOLN"	Oct. 24th	Nov. 5th
S.S. "PRESIDENT PIERCE"	Oct. 28th	Nov. 10th
S.S. "PRESIDENT CLEVELAND"	Nov. 8th	Nov. 30th

Sailings and Fares Subject to change without Notice.

HONGKONG-MANILA SERVICE

S.S. "PRESIDENT PIERCE"	Leaves Hongkong	Arrives Manila
S.S. "PRESIDENT CLEVELAND"	Oct. 28th	Oct. 30th
	Nov. 8th	Nov. 10th

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG and BANGKOK.

TAMPA INTER-OCEAN S.S. CO.

For HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "HANOVER"	...	Nov. 8th
S.S. "PATRICK HENRY"	...	Dec. 7th

For full information regarding rates, space, etc., apply to:-

PACIFIC MAIL S.S. CO.

Telephone: Central 141. Cable Address: "SOLANO."
 Agents at CANTON—REISS & CO.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 15th November.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE" ... sailing on or about 28th October.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LIMITED,

Agents.

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